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The Hongkong Telegraph.

WATERBURY'S
"OUR GREEN"
PAINTS
AND OILS

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REUTER'S TELEGRAMS.

GOVERNMENT'S IRISH POLICY.

Debated in the House of Commons.

London, February 21.
The Irish policy of the Government was debated in the House of Commons on an amendment to the Address, moved by Capt. W. Wedgwood Benn, declaring that the policy of the Executive in Ireland had failed to repress outrages, had involved the Crown forces in a competition of crime, had given the military authorities unrestricted discretion in the definition of punishments and had frustrated the prospect of the agreed Home Rule settlement.

Captain Wedgwood Benn declared that the Army in Ireland was costing £1,500,000 monthly, while the claims for damages to last October amounted to a further £5,000,000. He declared that the Government had alienated moderate opinion in America and France and if it persisted in its policy it threatened Empire disruption. He read evidence in support of his charges that Government agents were guilty of looting, using hostages as fire screens and systematic terrorism, arson and murder. He demanded answers by Mr. Lloyd George and Sir Hamar Greenwood, whom he charged with responsibility.

Sir Hamar Greenwood said the Irish clergy were belatedly facing the real issue, which was mainly indiscriminate and callous murders of Crown forces and law-abiding citizens. He quoted denunciations of murders by Prelates, pointing out that the Opposition did not emphasise this vital issue. As regards opinion abroad, Sir Hamar Greenwood said the Government's information showed that it was realised that the Government was standing for civilisation in Ireland. He denounced the official Liberal propaganda in circularising France with a chart of reprisals besmirching their own country, in an attempt to destroy the Government—(Cheers)—and repudiated Mr. De Valera's allegations that the soldiers and police outraged women, for which no scrap of evidence had been produced. As regards the details, which Capt. Benn quoted, they would be abominable if true, but he hoped to show that steps would be taken to ensure punishment if offences occurred.

Sir Hamar Greenwood emphasised the prosperity of Ireland since 1914. He said the Sinn Féin conspiracy was carried on by a minority of youths. It was extending its activities to Britain in the hope of intimidating the British people, in which it was encouraged by Labour, the Direct Actionists and the Opposition. The Crown forces in Ireland were most severely disciplined. Men suspected of drinking or discourtesy to the population were dismissed. He contended that the present troubles were attributable to Mr. Asquith's careless regime, as the extremists mistook goodwill for weakness. He appealed to the House of Commons to present a united front; then the murders would cease. He hoped the Dominions Premiers would be able to go and welcome a vigorous partner of the Commonwealth when the Ulster Parliament opened in June and hoped the same procedure would take place in the case of the Southern Parliament.

Lord Robert Cecil endeavoured to refute Sir Hamar Greenwood's assertions and described the Government's policy as a complete failure. Murders and atrocities were increasing. Had the Cork burnings occurred in the Colonies, a Commission of Inquiry like the Hunter Commission would have been immediately instituted, and no stone would be left unturned. Lord Robert Cecil advised the Government to throw aside all concealments and appoint a Commission comprising a Judge, a General and an M.P. to make a searching enquiry.

Mr. Asquith's Disclaimer.

London, February 21.
Mr. Asquith replied spiritedly to Sir Hamar Greenwood's implications that (Mr. Asquith) encouraged Sinn Féiners. He pointed out that he had continually deprecated the crimes, but had more strongly denounced the Government's exaggerated imitation of them. He appealed for a prompt and impartial inquiry and a complete truce binding both sides.

Winding up the debate Mr. Bonar Law opined that the Government would either have to surrender to the campaign of crime, or prove its power to put down crime. The amendment was rejected by 257 to 88 and the Address adopted.

PALESTINE AND MESOPOTAMIA.

Viscount Curzon Criticises Expenditure.

London, February 21.
In the House of Commons, Viscount Curzon asked for an estimate of the annual cost of Britain's mandates in Palestine and Mesopotamia.

Mr. Churchill replied that as the responsibility and expenditure for both were about to be transferred to the Colonial Office it was impossible for him to state the cost until he had scrutinised the existing estimates and consulted the local authorities. He had to attend conferences with Sir Percy Cox, General Haldane and other officials of Mesopotamia and Arabia in Egypt and Palestine early in March and he hoped to be able to make in the House of Commons a statement of the whole position after the Easter adjournment, when the Colonial Office would doubtless assume the whole of the British expenditure account for the mandated Middle East territories. The House of Commons was at present unable to obtain a clear idea of the cost of these places and it was high time that one vote was submitted on the authority of an individual Minister for open criticism of the Commons.

Viscount Curzon declared that this was tantamount to giving Mr. Churchill a blank cheque for Mesopotamia.

Mr. Bonar Law denied this.

Viscount Curzon asked whether the Treaties empowered any country to abandon its mandate.

Mr. Bonar Law replied in the negative, but said that if any country refused to exercise its mandate there must obviously be means of dealing with the matter.

LOWER WAGES AT HOME.

Proportionate to Reduced Cost of Living.

London, February 21.
It is understood that the Textile Industrial Council at Bradford is immediately proceeding to notify a reduction of wages for the whole textile industry, proportionately to the recent reduction in the cost of living.

REUTER'S TELEGRAMS.

SETTLING UP WAR PROBLEMS.

The London Conference Opens.

London, February 12.
A communiqué states that the British, French, Italian and Japanese delegates to the London Conference held a preliminary meeting under the chairmanship of Mr. Lloyd George to consider questions of procedure, and subsequently discussed arrangements for out-voters at the forthcoming plebiscite in Upper Silesia. It decided that both residents and out-voters should vote on the same day. The Conference noted that the British Government had undertaken to place four battalions of troops at the disposal of the High Commissioner for this plebiscite.

The Opening Session.

London, February 21.
The historic London Conference opened this afternoon at St. James' Palace. The Japanese Ambassador attended. The military advisers were the first to arrive and were followed by eight Greeks, followed by a car load of British military officials, Lord Curzon and Count Sforza, later Mr. Lloyd George and lastly M. Briand and the delegates and military officials.

The Greek Standpoint.

London, February 21.
The opening meeting of the Conference heard M. Calogropoulos, setting forth the Greek standpoint, urging the maintenance of the Turkish Treaty and appealing for the removal of the Allied embargo, which was preventing Greece from obtaining money abroad. Then Greece would be prepared to clear out the Kemalists.

A technical discussion followed regarding Asia Minor and Cilicia, in which M. Calogropoulos and General Gouraud participated.

French Items.

Paris, February 21.
The War Minister has formally denied the report of military preparations, saying all rumours on the subject were unfounded.

The reported intention of the United States to withdraw troops from the Rhineland remains unconfirmed.

The French Premier has arrived in London. He was cordially welcomed by Mr. Lloyd George.—Vale.

The Angora Delegation.

London, February 21.
The Angora delegation has arrived in London.

SUPPLEMENTARY ESTIMATES.

Some Interesting Votes.

London, February 21.
A supplementary estimate of £9,352,000 for the year ending March 31 for the Civil Services and Revenue Department, includes the following additional expenditures—£250,000 for the Colonial Office, of which £195,000 is for Overseas Settlement; £30,000 for Stamp Duty payable in the United Kingdom on the indenture of conveyance for the property of the Pacific Phosphate Company in the Nauru Ocean Islands to the Board of Commissioners; £15,000 for the Nauru Ocean Islands; £1,418,000 for Irish Constabulary; for the oil exploration of Papua; £162,000 for Pensions; £50,000 as the Government's contribution towards fighting typhus in Poland; £1,000,000 in unemployment grants to local authorities; £2,672,000 for the Post Office, of which £570,000 is for the purchase of the Trans-Atlantic cable.

THE REPARATIONS BILL.

Estimates of German Indebtedness.

London, February 21.
Paris telegrams state that the first estimates of the sums which Germany owes the Allies for reparation have been forwarded to the German Government by the Reparations Commission.

According to the newspapers, the estimates include the following claims:—Britain (excluding the Dominions), £2,500,000,000 for damages to property and persons, and 7,500,000,000 francs (paper) as allowance to soldiers' families; France, 218,542,000,000 francs (paper); Italy, 33,000,000,000 francs for damage to property, 38,000,000,000 francs (paper) for damage to persons and pensions; £128,000,000 for shipping losses; Belgium, 34,000,000,000 francs for damage to property and 2,500,000,000 francs for damages to persons and pensions; Japan, 700,000,000 yen.

MEDICAL SCIENCE.

Is China Ahead of Britain?

London, February 21.
In a paper on the advance of medical education in China, before the Royal Society of Medicine, before a large attendance of medicals, Dr. Harold Baine declared that in some respects China was ahead of Britain in medical education, instancing the fact that the Chinese Pharmacopoeia compiled nearly seven centuries ago contained a number of drugs now universally used.

Sir Donald MacAlister stated that the progress of China was remarkable and only limited by the support which the Western world was willing to accord.

The meeting passed a resolution sympathising with the Chinese Government's efforts in developing modern medicine and offering every assistance to promote the advance of medical science in China.

A FRESH COAL CRISIS.

Dispute as to Wage Basis.

London, February 21.
A fresh crisis in the coal trade will be considered by delegates at miners' conferences in London to-morrow and Thursday, serious differences having arisen as regards the proposed new wage basis. Probably the Government will be urged not to abandon control of the industry until the owners and miners have reached a wage agreement.

Meanwhile the Executive of the Miners' Federation to-day discussed the closing down of collieries as a result of the slump in export trade and the action of owners in serving a fortnight's notice to the mine workers to terminate existing contracts. The Federation alleged that the owners are trying to evade payment of the three shillings daily wage.

REUTER'S TELEGRAMS.

SEVERE SNOWSTORM IN AMERICA.

Half a Dozen Deaths Reported.

New York, February 21.
The severest snowstorm for years is reported, drifts being from six to ten feet deep in many places. Trains are delayed for hours. Half a dozen deaths are reported. Sixteen thousand men are employed on snow shovelling. New caterpillar tractors, being used for the first time to push snowploughs, efficiently cleared the principal thoroughfares.

NEW YORK STOCKBROKERS FAIL.

Unauthorised Speculation by Employers.

New York, February 21.
The failure is announced of the stockbrokers, Messrs. Herrick and Bennett. The firm attributes its suspension to heavy and unauthorised speculation by certain employees, also to the failure of favoured customers to cover margin of calls.

BELGIUM'S DEBT TO AMERICA.

Payment in German Bonds?

Washington, February 21.
It is learned at the State Department that President Wilson is expected to recommend to Congress before March 3 that the United States be authorised to accept German bonds to be applied against the Belgians' debt to the United States in accordance with the understanding reached at the Peace Conference whereby Britain, France and the United States agreed to accept German bonds in lieu of the Belgian obligations.

U.S. CABINET POSTS.

Washington, February 21.
It is announced that Mr. Henry Fletcher, mentioned yesterday as probable U.S. Ambassador to Tokyo, will become Mr. Harding's Assistant Secretary of State.

A message from St. Augustine says Mr. Harding has announced that Mr. Harry M. Daugherty of Ohio (Mr. Harry K. Daugherty, of Pennsylvania), will be Attorney General.

THE LEAGUE OF NATIONS.

Proposed Amendments to Covenant.

Paris, February 21.
The meeting of the Council of the League of Nations opened to-day. It was decided to invite Germany, Hungary and Ecuador to send delegates to the Communications and Transit Conference at Barcelona on March 10. In the forefront of the agenda are eleven amendments to the Covenant, principally amplificatory, except Canada's proposal to suppress Clause 10.

GERMAN ONRUSH OF 1914.

French Scheme to Recall its Failure.

Paris, February 21.
A scheme is shaping for the erection of a chain of pyramids across North France where the German advance in the spring of 1918 was stopped, each inscribed "Here was arrested the onrush of the barbarians." General Petain is determining the number and position of the pyramids.

FRANCE AND POLAND.

Paris, February 21.
The terms of the Franco-Polish Agreement, signed on Saturday, have been officially announced. The four clauses provide for co-operation on questions of foreign policy in the spirit of the Peace Treaties and in conformity with the League of Nations Covenant, mutual support in economic matters and joint action in defence of territories if either is unprovokedly attacked.

THE SITUATION IN GEORGIA.

Constantinople, February 21.
News from Georgia is scanty, but it is known that Soviet troops are within eight miles of Tiflis, telegraphic communication with which is interrupted. The Georgian Legation denies reports of the fall of the town. The first boatload of Georgian refugees has arrived on the British cruiser Cardiff. Rear Admiral Tyrwhitt is standing by at Batum.

THE LATEST SCIENTIFIC INSTRUMENT.

Stockholm, February 21.
Oxford University has ordered a new instrument evolved by Petersen and Stromberg, Professors at the Gothenburg and Stockholm Universities respectively. The instrument, which is called a microscale, weighs three millions of a milligram.

EARLIER TELEGRAMS.

SHIPPING STAGNATION.

London, Feb. 21.
Owing to the fall in freights five million tons deadweight of shipping is now laid up in the United Kingdom, the United States and Scandinavia, according to the annual report of the United Kingdom Chamber of Shipping. Six hundred ships, with a tonnage of 244,000 tons, are laid up in the United Kingdom, and 200 ships, with a tonnage of 100,000 tons, in the United States.

CRIMINAL SESSIONS.

In the Supreme Court this morning, before Mr. Justice H.H.J. Gompertz, acting Chief Justice, Sui Yik man was indicted on the charge of forgery.

Mr. Dyer Ball prosecuted for the Crown. The prisoner pleaded not guilty.

The following jury were empanelled:—Messrs R. Tylour, (foreman), M. M. Tootin, G. Yvanovitch, A. I. Clay, A. J. Kew, F. V. Vallenburg.

Mr. Dyer Ball, in outlining the facts, said that on December 14th last, at about 5 o'clock in the evening, the prisoner who was a salesman in the Yick Hick shop in Wing Lok Street, went to another shop, the Hip Cheung Hi shop, and asked for a loan of \$400.

He was well-known to the master of the Hip Cheung Hi shop. The prisoner produced two written contracts for the supply of certain camphor and said that the camphor would be coming in a few days, and that by then he would be able to return the money. The master of the shop, Mr. Wong, agreed to lend the money if the prisoner would put the chop of the firm or the receipt.

The prisoner agreed to sign and put on the chop. The money was handed over to the prisoner and when the latter went away Mr. Wong on comparing the chop with previous ones of the same firm found it totally different from the others. He at once followed the prisoner to the prisoner's shop and showed him the false chop. The prisoner then offered to return the money. Mr. Wong put the receipt down on the counter. The prisoner took it up and made no effort to return the money, but said that his friend had the money and Mr. Wong went with the prisoner to find the friend in question.

They failed and they then went back to the prisoner who said he would return the money in two days. The receipt was all the time in the possession of the prisoner. When they went back to the shop and had a further argument the prisoner suddenly tore up the receipt and threw the pieces on the floor. After a short time an Indian constable was called to the shop and was asked by Mr. Wong to arrest the prisoner for fraud. Being satisfied on this point the Indian constable arrested the prisoner and marched him to the Police station, and on arrival there before he was searched by the Police, the prisoner produced the two camphor contracts and also produced \$100 from his person.

When he was charged at the Police station, the prisoner said he did not go to borrow money. The prisoner was found not guilty and discharged.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 2s. 5d.

THE WEATHER.

2 p.m. Barometer:—30.12. Temperature:—60. Humidity:—50.

LIGHTING-UP TIME.

Lighting-up time to-day is 6.23 p.m.

DON'T FORGET.

To-day.

Coronet Theatre—2.30, 7.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

To-morrow.

The Races—1st Day.
Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

Thursday, February 24.

The Races—2nd Day.

Friday, February 25.

The Races—3rd Day.

Saturday, February 26.

The Races—4th Day.

NOTICES.

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must widely experienced makers
in the world.

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New Scheme for Children's Early Endowment:—

Principal features: Small Premium Liberal Surrender Value, No Medical Examination, Return of Premium in the Event of Death, and Numerous Options at the Age of 25.

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ALL OF TASTEFUL DESIGNS.

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Complete stock, Best terms,
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THERAPION No. 2**

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COMPANY, LIMITED.**

PORTLAND CEMENT.

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In Bags of 150 lbs. net.

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Reflex Cameras and all
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If you have to hold the print too far away
to see clearly, the eyes will be strained
to make out the fine print.
If you have to hold the print too close
the eye will strain the muscles of the eye.
Either way is bad.

See us at our new location in 53, Queen's
Road, City (opposite to the Singapore
Machinery Co.) and have the satisfaction of
using a pair of right fitting, right seeing
glasses.

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Spectacles to Clark & Co.
Wholesale & Retail Opticians,
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Hongkong.

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Just unpacked to-day
Inspection Cordially Invited.

A. TACK & Co.
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PILLS**

A French Remedy for all irregularities.
Thousands of Ladies always keep a box
of Martin's Pills in the house, so that
in case of any irregularity of the
menstrual flow, a remedy may be at
hand. These pills are the most recom-
mended. They are the only pills that
do not contain any harmful substances.
All Chemists, Druggists, and Grocers
keep them. Price 1/6 per box. 1/3 per
dozen. Martin's, London, W.C.

**MARTIN'S
APIOL & STEEL
PILLS**

BILLIARDS.

The Open Championship.

An interesting game was played
in the open billiards championship
of the Colony at the V.R.C. last
night, when Mr. Leung Kam-kong,
ex-champion, beat L. T. B. Gold-
ing, 500-488.

L. T. Golding made the biggest
breaks, but found his opponent
very consistent. The best efforts
were—

Mr. Leung Kam-kong—37, 35,
33, 28, 26, 25, 23, 22, 21, 20, 18,
16, 14, 11.

L. T. Golding—50, 39, 31, 29, 29,
25, 24, 23, 20, 19, 17, 14.

In the second match of the even-
ing Mr. A. J. Osmund, making a
69, beat his brother's 51, previous-
ly the highest break in the tourna-
ment. Mr. Osmund beat Mr. J. Snook,
500-256. The winner's best efforts
were—69, 40, 27, 24, 23, 23, 20,
17, 16. Mr. Snook made 17, 16, 15.

To-night's match (second round)
has been postponed. Mr. W. Pitt,
who got a walk-over from Mr. Ho
Shal-cheung last week, being ill.

HO KOM-TONG CUPS.

Playing in this handicap at
Palace Hotel last night, Mr. J. H.
Tait (-150) beat Mr. S. E. Alder-
man (-150), 250-116.

The best breaks were—Mr.
Tait, 33, 30, 23, 21, 17, 15; Mr.
Alderman, 15.

Sgt. Mjr. Stroud (-200) beat Mr.
C. B. Cave (-125), 250-104.

The best breaks were—Sgt.
Mjr. Stroud, 46, 34, 27, 22, 20, 19,
16, 16, 15; Mr. Cave, 19.

To-night's Games.

6 p.m.—Mr. R. Thomas (-175) v.
Mr. W. W. Cooper (-150).

9 p.m.—Mr. J. M. V. Ribeiro
(-300) v. Mr. F. E. Silva (-200).

LAUNCHING AT
KOWLOON DOCK.

The Tug Henry Keswick.

The Hongkong and Whampoa
Dock Co., Ltd., yesterday laun-
ched the Henry Keswick, a
steel twin screw ocean-going tug
and salvage steamer, which when
completed will be placed in the
Company's own service. The
launching ceremony was gracefully
performed by the Hon. Mrs. John
Johnstone, the wife of the Chair-
man of Directors of the Company.

On commissioning, shipping in-
terests in the Far East will be well
served, for as may be seen from
the following description, as a
salvage steamer the Henry
Keswick will be second to none
east of Suez, and indeed may
claim to rank with the most power-
ful tugs in home waters.

With long top-gallant fore-castle,
high casings, boat deck and nav-
igating bridge, the Henry Keswick
is well fitted for encountering
the heavy seas of typhoon and
monsoon seasons. The fuel capacity
of this vessel of 362 tons of
coal and 181 tons of oil represents
at full speed 5,500 knots and at
cruising speed 7,000 knots steaming
radius.

The principal dimensions are as
follows, viz:—
Length, overall 174' 6"
Length, B. P. 105' 0"
Breadth over fenders 36' 7"
Breadth moulded 34' 0"
Depth moulded 17' 0"

Height of Machinery
Casings, Boat Deck and
Fore-castle 7' 6"

The fact that the machinery and
boilers are in separate water-tight
compartments affords an excel-
lent cooling arrangement and
towing hook position amidships,
thus guarding against any large
change of trim between the fully
laden and spent conditions.

Ample sub-division is provided
forward and abaft the machinery
spaces by oil-tight flats about
9ft. above keel, and by the
5 bulkheads to deck; in all 9 large
and 4 smaller buoyant compart-
ments.

Oil fuel or water ballast may be
carried in the after peak and in the
three deep tanks, and 68 tons of
fresh water in the fore peak, under
the cross bunker and machinery
seating.

The ballasting arrangements for
about 50 tons of salt water in two
tanks forward and 110 tons in two
tanks aft ensures a good displace-
ment and easy means for trim cor-
rection when on harbour duty.

Two salvage holds have a bale
capacity of 9,000 cubic feet, the
forward hold being served by a
7 inch by 12 inch steam winch
and 34 feet steel derrick test-
ed to 20 tons, and salvage opera-
tions amidships by two 7 inch by
12 inch steam capstans, and derrick
of 3 tons capacity. A third
steam capstan having cylinders of
7 inch diameter and 12 inch stroke

is fitted for warping purposes at
the after end of vessel.

The equipment is in excess of
classification requirements, a pre-
caution adopted by the Dock Com-
pany after many years' experience
in salvage operations. The stock-
less anchors are well protected by
housing in specially designed hawse
pipes, permitting a free use of the
bow fenders. An extra heavy an-
chor of Hall's Admiralty type, with
stock, is conveniently stowed on
deck for use when on salvage work.

Saloon accommodation on the
fore-castle deck and navigat-
ing bridge consists of 5 double-
berth cabins, two bath rooms,
and pantry. As occasion
demands, the sofa berths will
accommodate an additional
seven operators. The rooms are
well ventilated and lighted. Tables
can be laid for 14 in the dining
saloon. Iron bunks for a crew of
24 are fitted in the fore-castle.

Access to the engine and boiler
rooms is entirely under cover of the
side-enclosed boat deck, steel en-
trance houses being fitted on the
upper deck port and starboard as a
precaution when in a following sea.
An 8 inch steel trunk through the
cross bunker is fitted between the
engine and boiler rooms.

Steam steering gear abaft the
engine room is controlled from
the navigating bridge, all rods
and gearing being led through the
machinery spaces.

The machinery consists of two
sets of triple expansion direct sur-
face condensing engines having
cylinders 15 1/4"-26 1/4"-45" diam-
eter x 30" stroke, capable of de-
veloping 1,800 H.P.

One condenser is fitted common
to both engines, with two large
exhaust shut-off valves to be ar-
ranged that the condenser may be
used for auxiliary purposes when
in port or when engaged on sal-
vage work. One Edward's-type
air pump, one bilge and one sanita-
ry pump on each main engine
are worked by levers and cross-
head of the L.P. engine cross-head.

**A New Discovery
in Cigarette Blending**

The big thing about Chesterfields is their
unique blend. The Chesterfield blend is an en-
tirely new combination of tobaccos. It is a
most important development in cigarette
making.

As a result, Chesterfields give a new kind
of cigarette enjoyment—just like a "bite"
before bedtime when you're hungry—they
SATISFY!

It took the finest selections of TURKISH
and AMERICAN tobaccos and no end of skill
and patient experiment to get this blend
right.

Was it worth it? Just smoke a Chester-
field fresh from the moisture-proof package.
You'll say it was worth it, all right!

Lightly & gently

Chesterfield
CIGARETTES

—of Turkish and American tobaccos—blended.

They **SATISFY!**

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20 cts.



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**RUMOURED RUSSO-
CHINESE ALLIANCE.**

**Mutual Aid Against
Aggression.**

An unconfirmed report states
that the Lenin Government has
proposed to the Chinese the
opening of negotiations for the
conclusion of a Russo-Chinese
Alliance on the following basis:
1.—Russia and China will take
joint action in case the territorial
rights of either is encroached
upon by a third Power.
2.—Russia and China pledge
mutual help against any economic
pressure brought to bear on either
of the contracting parties by a
third Power.

GENERAL NEWS.

**AMERICAN UNIVERSITY BASE-
BALL TEAM.**

It is announced that the Leland
Stanford University will send a
baseball team to the Far East
next summer, playing matches
in Japan, Manchuria and the
Philippines.

"END-ON" BATTLESHIPS.

Vice-Admiral A. W. Way-
mouth, replying to Vice Admiral
Sir Percy Scott's letter in the
Evening Standard on the use of the
battleship, says:—"If battle-
ships are constructed so that they
can pass through minefields unin-
jured and be immune from
torpedo attack, then the submar-
ine, mine, and aeroplane lose their
significance, and my contention is
that it is not all difficult to do
this. I have quite definite ideas
as to how this can be done, and
should be glad to be given the
opportunity of bringing them
forward. An end-on battleship
of 10,000 tons to carry four
18-inch guns is what I have in
my mind, and a fleet of these
would require none of the things
which Sir Percy Scott talks about,
except facilities for oiling."

struction by Messrs. Gardner and
Morrison, surveyors to Lloyd's
Register of Shipping. Certificates
for Imperial registry, equipment,
and tonnage will be granted by
Mr. William Russell, Government
Marine Surveyor, Hongkong.
The total salvage equipment,
coal, oil fuel, fresh water and
stores will be 700 tons.

NOTICE

SOMETHING NEW

TEN DANCE HITS ON THE FEBRUARY

VICTOR RECORDS

- Just snap your fingers at care—Darling—Fox Trot
Paul Whitman & His Orch'
- 35704 Caresses—Medley Fox Trot Paul Whitman & His Orch'
- Tip Top—Medley Fox Trot—Saxophones
Six Brown Brothers
- 18714 If a wish could make it so—Fox Trot
Six Brown Brothers
- If you could care—Medley Waltz Smith's Orchestra
- 18715 Happy—One Step Smith's Orchestra
- Let the Rest of the World go By—Waltz—
Fercera & Franchini
- 18716 My Isle of Golden Dreams—Waltz—
Blue & White Marimba Band
- 12th Street Rag—Fox Trot All Star Trio
- 18713 Dotty Dimples—One Step All Star Trio

CALL IN AND HEAR THEM

S. Moutrie & Co., Ltd.

TELEPHONE 527. Victor Agents. TELEPHONE 527.



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THE KING OF WATER PAINTS

Its Sanitary, washable, and high disinfecting qualities make it the ideal wall covering for your home or office.

Handled by all Contractors and Painters.

Write for our Brochure "How to decorate your Home."

WILLIAM C. JACK & CO., LTD.

Sole Agents
Hongkong & South China.

The irritating cough and the obstinate cold will speedily vanish if you take a few doses of

COLONIAL COUGH LINCTUS

The rapid Cold dispeller

Prices 50cts & 90cts per Bottle.

Warm Friends for Cold Nights.

Our HOT WATER BOTTLES at moderate prices.

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G. MOUSSON,

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THE NEW GERMICIDE.
VAPOLINE INHALANT.

A few drops of this wonderful Essence sprinkled on the Handkerchief and inhaled, Cures Colds, Banishes Headaches, Hay Fever, etc.

VAPOLINE INHALANT possesses one unique feature—on contact with the air it develops & gives off antiseptic Vapours which gradually gain in strength, hence it is very economical in use. One application giving protection for a whole day.

PRICE:—\$1.00 & \$1.75 per bottle.

QUEEN'S DISPENSARY

To 492

St. George's Building.

JAPAN, CHINA AND AMERICA.

Views of a Japanese Publicist.

I do not think, says Dr. Hashi Kiroku, writing in the February number of *Genda*, that the questions pending between Japan and America are of such a nature as to occasion particularly serious concern. It goes without saying that many more questions will crop up from now on, between the two countries? Japan and China, but this will be unavoidable, as being near neighbours their relations are very complex, with their interests closely interwoven.

It is the common mission of Japan and America to maintain by co-operation the peace of the Pacific. This is what their interests dictate. Local or sectional unpleasantness may occur, but it may be safely said that neither Japanese nor American statesmen will be foolish enough to allow them to mar the general situation between the two countries.

There is the California exclusion question for one, but Ambassador Morris and Baron Shidehara, by their sincere endeavours, have arrived at a plan of settlement. It remains to be seen whether the American Senate will consent to the ratification of the new Treaty drawn up by the two Ambassadors. But the Senators are at one, it may be presumed, in the hope of disposing of the unpleasant question as speedily as possible, and there seems to be no reason whatever why they should refuse their approval to an instrument which is the outgrowth of mutual respect and concessions. Whether the new Treaty will finally solve the immigration question, or whether the anti-Japanese elements will go on planning has yet to be seen. The exclusion movement may be expected in America in one form or another, but I do not think that it will ever reach a phase to affect fundamentally the relations of the two countries.

Speaking of Japanese-American relations, China looms up as an important factor, Siberia coming next with a similar significance. Japan harbours no intention whatever of invading America. No less is it true that Japan harbours no intention whatever of invading America. No less is it true that Japan entertains absolutely designs on Hawaii or the Philippines. There is, therefore, no occasion for a clash over the continental territory of America or any of her overseas possessions. Similarly we cherish no aggressive purpose in regard to China. So varied, and complex, however, are the relations interlacing the two countries over questions of interests that disputes are liable to occur. To add to this, the suspicions which America is thought to entertain with respect to Japan's policy towards China, seem to tend to confound the situation.

The great principles for which Japan stands in China are the preservation of China's territorial integrity, the open door, and equal opportunity.

There may be some Americans who doubt this, but let it be stated once and for all that there is to-day not a single statesman in Japan who would be unscrupulous enough to face China with an aggressive policy of the German school. American suspicions all arise from misconceptions, but that makes them none the less annoying, inasmuch as they result in material losses and disadvantages to Japan.

It is imperative, then, that our policy towards China be open and impartial and that we strive to live up to the three principles above mentioned, so as to leave no room for misconceptions. That we take this much precaution is absolutely necessary. At the same time, however, it must not be forgotten that the Americans are under obligations to understand fully and correctly the special circumstances, which enter into the relations between Japan and China, and to respect the special interests of Japan in China.

There is a vast difference between Japan in China and America in China, and this difference applies also to Siberia, and it is to be hoped of Americans, that in recognition of the special position we occupy in China and Siberia, they will have the broadmindedness to forbear from uncalled for interference.

America has for some time past recognized Japan's special interests in China arising from territorial propinquity. Besides, generally speaking, it is untenable clear that Japan's interests in China are peculiarly large. To ignore this fact cannot be called fair and just.

THE JAPAN-AMERICAN AGREEMENT.

Opposition on the Pacific Coast.

The announcement of the general terms of the Ambassadors' agreement for the settlement of the California question appears to have occasioned consternation among the anti-Oriental faction on the Pacific coast and preparations have begun for a bitter resistance to its adoption by the Senate. It is reported in dispatches from Washington that Mr. Colby conferred with the President recently, and as a result the President is expected to send a special Message to Congress upon the subject. It is said that the American State Department considers that Japan has made all the concessions possible without admitting racial inferiority, which it refuses to do. It seems to be considered by those who oppose the adoption of the agreement by the Senate that the terms of the agreement, if adopted, would practically nullify the wider provisions of the existing land law. The anti-Orientals of the Pacific coast would bring any possible pressure to bear to defeat the arrangement, which tends to lessen the effect of the Californian law. In view of the opposition expected it is probable that definite action by the Senate upon the proposed agreement will be postponed until a new administration is inaugurated.

The action of the Japanese American Association in amending its constitution to permit the admission of Americans to serve on the Advisory Board and to create a legal bureau to interpret the Land Law and to assist the Japanese, will, it is believed have a good effect in preventing a misunderstanding and avoiding litigation. The Association proposes to publish a monthly newspaper for distribution among the Japanese for the purpose of aiding in the work of the administration and giving members the necessary information regarding America.

on the part of Americans Fair-play is a principle which is most cherished by Anglo-Saxons, and it is only fair-play weak of America.

Suppose Japan were to intervene in one way or another in Mexico, or in Central America, where the United States possesses special interests—American indignation would know no bounds, and Americans would at once direct their attack on Japan. The positions of China and Mexico are not of course, identical, but Japan in China and Siberia, is nearly the same as America in Mexico and Central America. If Americans are sensitive about their special interests, so are Japanese about theirs—they cannot be otherwise.

It is an accepted international principle in such circumstances that each understand correctly the standpoint of the other, and mutually respect it. That principle is none other than that of fair-play.

International friendships are tenable only with mutual goodwill and sincerity. Japan and America are called upon to endeavour, in co-operation, to give reality to this common ideal. Let Japan carry into practice the principles of the preservation of territorial integrity and the open door in China. Let Japan try to open up China for the benefit of all the countries of the world, so as to facilitate their free economic activity in that country. Let the countries of Europe and America not be unduly jealous of Japan for occupying a special position in China in economic undertakings by virtue of her peculiar geographical position. Let them stand no longer in Japan's way. Especially let them desist from interfering in Chinese political questions, thereby to extend their interference beyond the bounds of economic activity. These points being observed, all will be able to develop China's resources in peace and harmony.

Last, but not least, it must still be fresh in the memory of all that a fierce dispute recently occurred between Italy and Jugoslavia, over the question of Fiume and Dalmatia. As soon as outside interference was withdrawn it did not take the two countries long to arrive at a satisfactory solution of the question.

This would also appear to be the case with the Japanese questions. The Shantung question for instance, has been made difficult of solution owing to intervention. It would probably have been settled long ago, had all outside countries withdrawn their hands, leaving the whole thing to Japan and China themselves.

RESULTS OF THE TEST MATCHES.

Opinions in the Old Country.

The loss of the "ashes" in the test match has been received calmly in London, disappointment being tempered by England's record fourth innings and Hobbs' brilliant effect in the third Test, and Australia's appreciation of it is generally eulogised.

The *Westminster Gazette* says:—

"To create record for the fourth innings in test matches is something but it is not enough. Hobbs may fairly claim he did all one man could in a nerve-testing situation."

The paper expresses the hope that the remaining matches will provide an opportunity of showing that English cricket is not outclassed to the degree it appears to be.

The *Star* displayed a poster. "Sackcloth, but No Ashes."

The *Evening News* says:—"Australia won because it was the better team. Throughout the history of Australian cricket nothing is finer than this victory, snatched after the game seemed lost, but England was not disgraced, thanks to Hobbs, and Russell's recovery of form."

The paper added that England needed a large number of young men to stand the strain of such a tour, that Australia had a great all-round side with no tail, and a variety of bowling, and that England had a painfully long tail and needed new bowlers.

The *Pall Mall Gazette* says nobody will deny that the victors' play is strong, sound cricket. The visitors did not have the best of luck, but would be the last to make that a ground for depreciating Australia's success. English cricket will be on its mettle next summer. No better stimulus is needed than the way Australia maintained the traditional standard in every branch of the game.

Lord Hawke, Yorkshire's former famous captain, said:—

"England has not had the best of luck. I don't say we have an old side, but it is not a young one. The Australians have discarded most of their older players. Their youngsters are evidently good. I am afraid our youngsters are not of quite the same character."

Lord Hawke decided to be drawn into a controversy regarding the English captain's tactics, but added a stricture regarding players writing criticisms of the play for the Press.

"Another thing is that we must put an end to this disputing of the umpire's decision," said the old Yorkshire captain. "When a man is out leg-before he must not stand in the crease and argue, but must take the decision as final and retire as a true sportsman."

LEGAL PRACTITIONERS IN CHINESE COURTS.

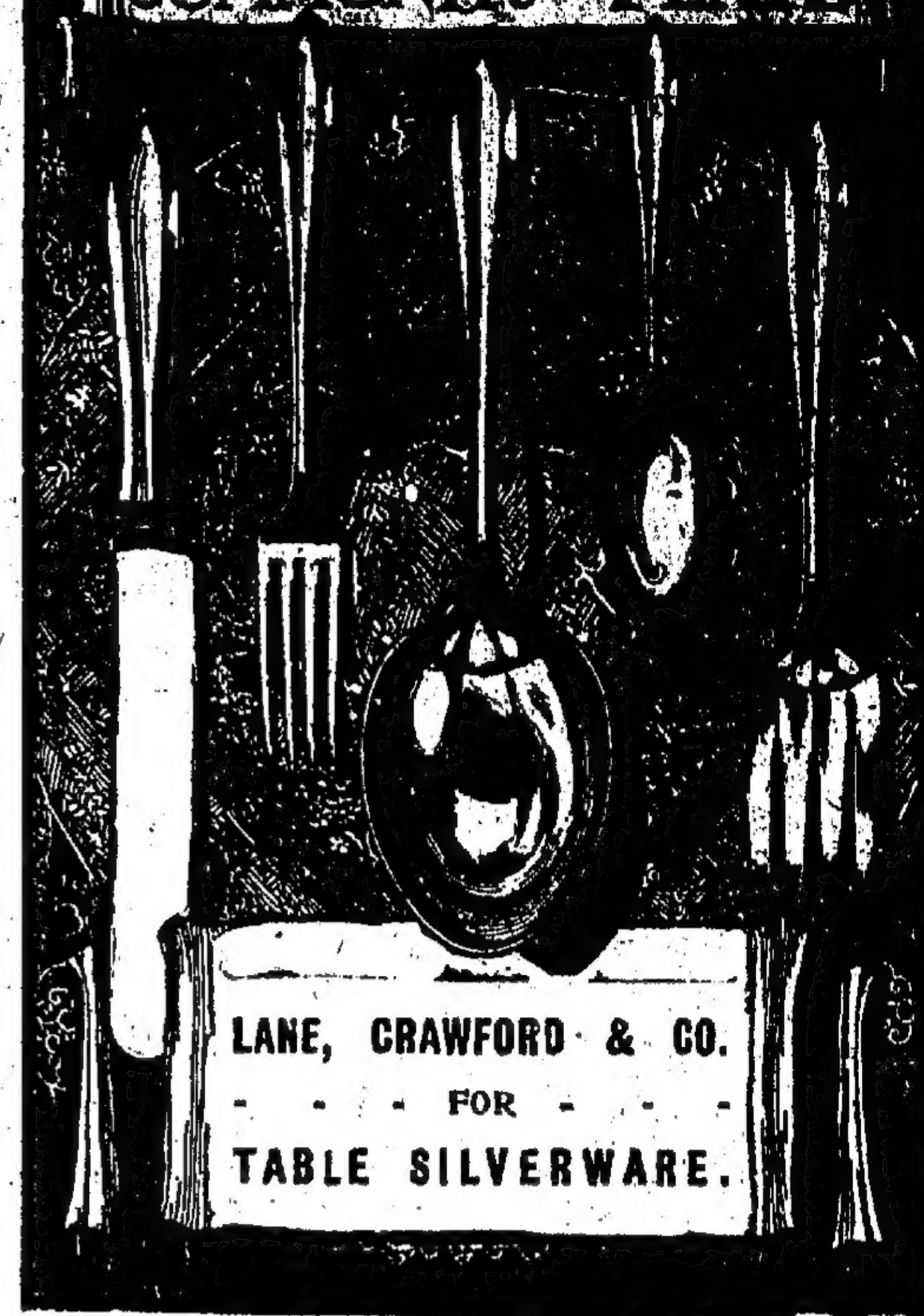
Nationals of Non-Treaty Powers.

The Ministry of Justice in Peking some days ago promulgated the law concerning the admittance of lawyers of non-treaty powers to the Chinese Courts of Justice for practice on par with the Chinese attorneys and lawyers. Now the Chinese lawyers association in Shanghai has wired to the Government protesting against the granting of this special privilege to the subjects of non-treaty powers. The chief reason given is that with the exception of foreign advisers, in accordance with the stipulations of the provisional constitution no foreign subject, whether treaty or non-treaty power, can be appointed officials, judicial as well as administrative, in the Republic.

The memorialists maintain that if the subjects of non-treaty powers be permitted to practise law in Chinese Courts, then the subjects of treaty powers will claim the same right and then in the same way as Turkey, mixed judicial offices of courts will appear in this country, and as Chinese lawyers and attorneys are permitted to become judicial officials of the various provinces after three years' experience with or without examination, then it will be natural to grant similar privileges to foreign lawyers of non-treaty powers if the latter be allowed to practise in Courts of Justice lawyers. But the Ministry of Justice maintains that the new law is specially intended for Germans, Russians and others who are not enjoying consular or extra-territorial rights in China, because these foreigners will be amenable to Chinese laws and police regulations.

NOTICE

COMMUNITY PLATE



WATSON'S COLD CURE TABLETS

Cure a Cold in the Shortest Possible Time.

An Excellent Remedy For

Neuralgia & Malarial Headache.

This excellent remedy is sent regularly from Hongkong TO CUSTOMERS IN ENGLAND and elsewhere abroad.

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NEW GOODS! NEW GOODS

Messrs. Whiteaway, Laidlaw & Co. are now showing latest and newest goods for the

COMING RACE SEASON

READY-TO-WEAR COSTUMES
\$75.00 to \$125.00

WARM OVERCOATS FOR LADIES
\$37.50 to \$97.50

NEW SUNSHADES
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We have just received

per post Our Special

Supply of RACE WEEK

MILLINERY. CALL and

INSPECT LATEST

MODELS.

LOWEST PRICES FOR PROMPT CASH.
NO CREDIT.

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

HONGKONG BOXING ASSOCIATION.

"Sky" Kerrison Loses on Points.

FINE FEATHER-WEIGHT CONTEST.
Ming Yuen Gardens were crowded last evening, when an excellent programme was staged under the auspices of the Hongkong Boxing Association. With most of the contestants naval men, it goes without saying that there was plenty of vim about the proceedings, and the large assemblage of spectators went away delighted with the evening's show.

The encounters were keenly contested throughout, the performers well meriting the frequent plaudits by their smart and determined displays. Chief interest centred in the meeting at catch weights between the Colony's welter-weight champion, the popular "Sky" Kerrison, and Seaman Hewitt, a young middleweight from H.M.S. Alacrity. "Sky" was giving away exactly a stone and apparently several years, but he pegged away from the first sound of the gong to the last. Hewitt is strong, game and fairly smart on his toes, but had nothing over "Sky" in science, and, taking the contest all through, it looked as if a draw would fairly well have reflected the merit. The margin, at any rate, could not have been a wide one.

Two Naval middleweights, Seaman Bullard and Leading Seaman Tubb, put the spectators into a good humour at the start with their brisk display, but nothing in a capital programme was finer than the set-to between the feather-weights, Teddy Neal, the local representative, and Leading Stoker Britt, albeit the latter was hefty for a "feather". After Neal had been awarded a well-deserved victory he issued a laconic "defi" to any feather-weight in the Colony.

The officials were:—
Boxing Committee:—Mr. W. Logan (Chairman), Lieut.-Commander T. B. Drew, R.N., Lieut.-Commander Hake, R.N.R., Mr. F. C. Jenkin, Lieut.-Colonel W. Loring, C.M.G., D.S.O., Mr. A. Murdoch, and Major Rapson, D.S.O.; Official Referee: Mr. A. Murdoch; Manager: Mr. J. Brooks; Medical Officers: Dr. Montague Harston, M.D., and Capt. Tomory, R.A.M.C.; Timekeepers: Messrs. W. Pitt and B. Allan; Hon. Secretary: Treasurer: Mr. G. G. N. Tinson; In charge of Scales: Dr. C. Forsyth, M.D.; Referees: Mr. W. Logan, Mr. J. S. McCann and Rapson, D.S.O.

6-ROUND MIDDLE-WEIGHT CONTEST.
Seaman A. B. Bullard (146 lbs.) of H. M. S. Hawkins, beat Leading Seaman Tubb (157 lbs.) H. M. S. Carlisle. Neither cut any time to waste. Bullard predominated slightly in the first round, sending his opponent down with a right swing to the side of the head, which landed too high. Tubb held his own in the succeeding round, while in the third round the men indulged in some sparring after their heavy exertions. Tubb several times attempted to lead in the fourth round, but Bullard plied a straight left, as his opponent's face indicated. The Carlisle representative got home with left leads to the face in the fifth round and avoided his adversary's swings. Tubb tried hard for a knock-out in the last round, but Bullard was the better judge of distance, and won by a useful margin against a plucky opponent.

10-ROUND FEATHER-WEIGHT CONTEST.
Teddy Neal (126 lbs.), of Hongkong, beat Leading Stoker Britt (133 lbs.), H.M.S. Cairo.
There was not much between the opponents in stature, but Britt, a very muscular feather-weight, looked fully his half stone heavier. Despite this, Neal was the aggressor until Britt burst out with some desperate swings, Neal dancing out of danger. There was a good deal of clinching in the second round and in the third the seaman was cautioned for locking his opponent's arm. Neal was the more resourceful boxer, and scored in some double-handed work, the

Navvite resorting to clinching. Every now and then Britt tried some furious but ineffectual swings against his speedier opponent. Once, though, the sailor after losing his balance pulled himself upright with remarkable rapidity. Neal had the lead at the half-way stage. This he slightly increased at the following session, but in the seventh round Britt made some strenuous attempts at scoring with heavy swings, one of which sent Teddy to the boards, but only for a moment. The advantage continued to be with Neal, but in the ninth round Britt reached the face with some force. When the two faced each other for the final passage-at-arms Neal had established a useful lead. Britt sent the colonist down again for a moment, Neal apparently slipping. The latter more than held his own, and the verdict in his favour registered a victory for speed over strength. Both men well deserved the applause that punctuated the conclusion of each round. The loser, it may be added, was still very strong at the finish.

10-ROUND HEAVY-WEIGHT CONTEST.
Seaman Evans (180 lbs.), of H. M. S. Hawkins beat P. O. Rosser (173 lbs.), H. M. S. Tamar. Some heavy swings alternated with clinches marked the opening of this encounter. Evans, who was rather the taller, accentuated by his rival's crouching posture, was the aggressor, and in the third round had Rosser down twice. In the following round Evans, after again putting his opponent down for a moment, sent both hands to the chin, and Rosser was counted out, struggling to his feet just as the limit had expired.

6-ROUND MIDDLE-WEIGHT CONTEST.
Seaman A. B. Bowditch (162 lbs.) H.M.S. Carlisle beat Leading Seaman Pepper (159 lbs.) H.M.S. Titania. An evenly-matched pair physically, they started off with more vigour than science. Neither could claim any distinct advantage in the first two rounds, but in the third Bowditch had his opponent down for a moment. In the fourth, however, he was cautioned for holding. The proceedings slackened after this, and more than once Bowditch failed to follow up his chances. In the last round the exchanges were fairly even, the verdict going to Bowditch by a small margin.

15-ROUND CATCH-WEIGHT CONTEST.
Seaman A. B. Hewitt (162 lbs.), H.M.S. Alacrity, beat "Sky" Kerrison (148 lbs.), Naval Yard Police (welter-weight champion of the Colony). The welter-weight champion, a stone the lighter, appeared to be about the same height as his opponent, but crouched a good deal. Both men stripped well, and after a cautious beginning "Sky" changed his right, which was not dangerously near. Neither was giving anything away and clinches were frequent, but the men broke cleanly. The second round was fairly even, Hewitt reaching the face but not the desired spot. In the third "Sky" led to the face with some effect and then covered up, but Hewitt following his man up, countered with some force. The fourth round saw some brisk rallies, each scoring in turn.

In the fifth round Kerrison led off with a straight left, but Hewitt avoided when the local brought the right across. The sailor then tried the aggressive and landed one or two blows in some double-handed work, but Kerrison was wily, covering up well.

The sixth round saw Kerrison get under his opponent's guard, but not heavily, and then Hewitt landed with his right on the face, but without doing much harm. Several smart rallies ensued, with a slight advantage to the welter-weight champion. Hewitt then asserted himself in some brisk rallies. "Sky" contrived however to catch most of the blows on his shoulders, and did not suffer much damage. The men were engaged in a rally as the gong sounded amid cheers.

In the seventh round the exchanges followed similar lines,

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Wednesday, the 2nd. March 1920, commencing at 2.30 p.m. at their Sales Rooms, Duddell Street

A Quantity of Valuable Household Furniture

Comprising:—

Blackwood chairs, flower stands, stools, & table, Chesterfield couch, easy chairs, teak overmantels, teak desks and bookcases, pictures, carpet, rugs, etc. etc.

Teak dining tables and chairs, teak sideboards, dinner waggons, ice chest, cutlery, electro-plated & glass ware, etc. etc.

Double brass & teak bedsteads, teak wardrobes with bevelled mirrors, teak dressing tables, washstands, chest of drawers, etc. etc.

1 Indian Motor Cycle with side car

2 Grand Pianos

On view from Tuesday, the 22nd inst.

Catalogue will be issued.

Terms: Cash on delivery.

LAMMERT BROS., Auctioneers.

HONGKONG STOCK EXCHANGE.

NOTICE is hereby given that the Stock Exchange will be Closed Wednesday 23rd Thursday 24th Friday 25th and Saturday 26th inst.

By Order of the Committee

P. TESTER, Secretary.

Hongkong, 19th February, 1921.

Kerrison putting up a plucky show against his younger adversary.

Hewitt made a vigorous attempt to take the initiative in the eighth round, and several times threatened with his right, but his judgment of distance was not too good. "Sky" frustrated many of the sailor's attempts, and, taking the initiative in turn, shot in a straight left or a right hook when Hewitt left himself open. Neither, however, had registered any shattering blows.

There was much clinching in the ninth round, but both scored at intervals, Hewitt appearing the stronger.

The tenth round also was largely occupied in feinting and clinching. Once Hewitt landed on the outside of the face, but wide of the point. The eleventh round started briskly, both men leading in turn, and scoring on the face. Subsequently the pair engaged in several rallies, and were hard at it when the gong sounded.

Some stubborn exchanges were witnessed in the twelfth round. "Sky" got under his opponent's guard more than once, while Hewitt countered with the right to some effect.

Hewitt strove to get through his opponent's defence when the thirteenth round started, but Kerrison blocked his leads, and, driving the sailor into the latter's corner, and scored on the face. Hewitt rush his opponent to the ropes, and on Kerrison slipping his rival assisted him to his feet. A rally followed, both men getting home, but without accomplishing anything decisive.

The fourteenth round saw some smart exchanges, the sailor being rather the more aggressive, but "Sky" avoided well.

In the final set-to the pair fought at close quarters through a fairly even round, Hewitt registering some books to the face, without reaching the chin, while Kerrison led well with his left several times, but without being able to bring the right across effectively against his strong and fairly quick young adversary. Finally, the verdict went to Hewitt.

THEATRE ROYAL

COMMENCING TUESDAY MARCH 1st

EDGAR WARWICK

announces a short return season of the popular

WARWICK COMEDY CO.

FIVE NIGHTS ONLY

TUESDAY, March 1st	Bernard Shaw's Delightful Comedy ARMS AND THE MAN
WEDNESDAY, March 2nd	N. & J. Thorpe-Mayne's Mystery Play THE LAST ACT
THURSDAY, March 3rd	Hubert Henry Davies's Witty Comedy CAPTAIN DREW
FRIDAY, March 4th	H. V. Esmond's Delightful Comedy of Youth WHEN WE WERE TWENTY-ONE
SATURDAY, March 5th	By General Request BROWN SUGAR

Plans at MOUTRIE'S

NOTICE.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

The Thirty-Seventh Ordinary Annual Meeting of Shareholders in the above Company will be held at St. George's Building, Chater Road, Victoria, on Thursday the 3rd March 1921, at 11 o'clock a.m. for the purpose of receiving a Statement of Accounts and the report of the General Managers for the year ending 31st December 1920, and electing a Consulting Committee and Auditors.

The Transfer Books of the Company will be closed from Saturday the 26th February 1921 to Thursday the 3rd March 1921, both days inclusive.

SHEWAN TOMES & CO. General Managers.

WAR MEMORIAL.

SUBSCRIPTION LIST.

For the erection by Public Subscription, of a building to be run on Y. M. C. A. lines, to be called the "War Memorial Institute" and to be managed for the joint use of the Navy, the Army and Civilians by a Joint Board of Directors.

A portion of the sum raised will be devoted to the erection of a permanent stone memorial which will be put in hand at an early date.

Lists may be found at:—
Messrs. Lane Crawford
Messrs. Kelly & Walsh
Messrs. Moutrie
Messrs. Wm. Powell Ltd.
The Hongkong Club
The Hongkong Cricket Club
The Club Lusitano
The Engineers' Institute
The Victoria Recreation Club
The Kowloon Cricket Club
The Kowloon Bowling Club
The Peak Club
The Club de Rekreio
The Craigengower Club

M. J. BREEN,
Hon. Secretary War Memorial Committee.

INSURANCE OFFICES

RACE HOLIDAYS.

NOTICE is hereby given that all Fire & Marine Insurance Offices will be Closed for the transaction of Public Business on Wednesday, Thursday, Friday and Saturday, February 23rd, 24th, 25th and 26th, from 11.45 a.m.

By Order,
LOWE, BINGHAM & MATTHEWS, Secretaries

Fire Insurance Association of Hongkong
Marine Insurance Association of Hongkong and Canton.

Hongkong, 22nd February, 1921.

REPULSE BAY HOTEL.

The approach roads to the above Hotel are closed temporarily for the purpose of regrading. Patrons are, therefore, kindly requested to use the steps opposite the main entrance until completion of such work.

G. R.

NAVY CONTRACTS 1921-1922.

Sealed Tenders, in duplicate, for the supply of the undermentioned stores for H.M. Naval Service at Hongkong during the period 1st April 1921 to 31st March 1922 will be received by the COMMODORE, H.M. Naval Yard, until noon on Monday the 7th March 1921:—

Fresh Beef.
Fresh Vegetables.
Frozen Meat.
Soft Bread.
Biscuit.
Rice.
Sugar.

Forms of Tender and any necessary information may be obtained on application to the VICTUALLING STORE OFFICER, H.M. Naval Depot, Kowloon.

The right to reject the lowest or any tender is reserved.

H. M. NAVAL DEPOT,
Kowloon, February 1921.

RACE DAYS.

The Exchange Banks will be open for the transaction of EXCHANGE BUSINESS on Wednesday to Saturday, the 23rd to 26th, inclusive, from 9 to 11 a.m. only.

Hongkong, 19th February, 1921.

CHINA SUGAR REFINING COMPANY LIMITED.

NOTICE.

The Forty-Third Ordinary Annual Meeting of the Shareholders of the above Company will be held at the Offices of the General Agent, Pedder's Street, on Friday the 18th March at 11 o'clock a.m. for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December 1920.

The Transfer Books of the Company will be closed from the 4th to 18th March, both days inclusive.

JARDINE, MATHESON & CO., LTD.
General Agents.
Hongkong, 18th February, 1921.

THE INDO CHINA STEAM NAVIGATION CO., LTD.

The Directors of the above Company have declared an Interim Dividend on Deferred Shares for the year 1920 at the rate of 6/- per share.

Dividends for Shareholders on the Colonial Register are free of Income Tax and will be paid at the rate of 2/10 per dollar.

Dividend Warrants will be obtainable on and after Saturday, 26th February, 1921, at the Company's Office.

Transfer Books of the Company will be closed from 19th February to 26th February, both days inclusive.

JARDINE MATHESON & CO. L.D.
General Managers.
Hongkong, 26th January, 1921.

NEW ADVERTISEMENTS.

HONGKONG JOCKEY CLUB.

NOTICE is hereby given that on the 1st, 2nd and 3rd days of the Meeting the First Race each day will be run at the time advertised (12 o'clock) but that the subsequent Races will be run without reference to the times published in the beginning of the Race Book. There will, however, be the usual interval for Tiffin.

On the 4th day the First Ball will be rung at 12.45 p.m. and the First Race run as soon thereafter as possible.

R. J. PATERSON,
Clerk of the Course.

HONGKONG JOCKEY CLUB.

RACE MEETING 1921.

Wednesday, Thursday, Friday and Saturday, February 23rd, 24th, 25th and 26th.

TICKETS of Admission to the Grand Stand and Enclosure may be obtained from Messrs. Kelly & Walsh, Limited, or at the Gate. Price 4/- for each day or 12/- for the Meeting. Soldiers and Sailors in uniform 1/- each day.

The Stewards request the pleasure of the presence of the Ladies of Hongkong at the Grand Stand and Enclosure during the Races.

R. J. PATERSON,
Clerk of the Course.
Hongkong, 17th February, 1921.

NOTICE.

Mr. H. A. Castro hereby gives notice that on the 15th September 1920 he severed all connection with the firm of E. A. Beaumont & Co., late of Prince's Building, Hongkong and started the firm of H. A. Castro & Co. on 1st November 1920, and that neither he nor the said firm of H. A. Castro & Co. have any connection whatsoever with the late E. A. Beaumont & Co., and that Mr. E. A. Beaumont has no interest whatsoever in the firm of H. A. Castro & Co.

H. A. CASTRO & CO.
H. A. Castro.
Hongkong, 21st February, 1921.

HONGKONG JOCKEY CLUB RACE MEETING, 1921.

"D.A.J." extend a cordial invitation to all their friends to attend the forthcoming Race Meeting at their private stand.

No cards are being issued.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Co's Steamer "NINGCHOW" From NEW YORK.

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 23rd February.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 28th Feb. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 14th March, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 22nd February, 1921.

WANTED.

WANTED.—London Firm of Importers and Exporters require the Services of a Manager for their Hongkong Office. Best references required. Prospects for a man of good standing, age 30 to 35, with suitable experience in Far East, and at home. Apply Box 515 c/o "Hongkong Telegraph."

WANTED.—A Strong Sea Launch (Towing Boat) Reply will FULL PARTICULARS to: Box No. 516 c/o "Hongkong Telegraph."

WANTED.—Britisher desires one or two furnished rooms, with or without board. Central district preferred. Reply with terms to Box 512 c/o "Hongkong Telegraph."

LOST.

LOST.—On February 21st in shopping district, long platinum bar pin set with one sapphire. Please return to A. H. Ferguson, Chartered Bank. Reward.

TO BE LET.

TO LET.—Shortly for eight months, WELL FURNISHED THREE-ROOM FLAT; English bath; geyser; modern sanitation; piano; telephone can be rented.—Apply Box No. 517 c/o "Hongkong Telegraph."

FOR SALE.

FOR SALE.—4 Cylinder, 12-16 H. P., five seat Humber Car, wire wheels with spare, acetylene lighting. May be viewed at the Hongkong Electric Company's North Point Generating Station any time by appointment.

FOR SALE.

FOR SALE.—"Buick" Car. Six Cylinder, Seven Seater, Perfect Condition. Done Six Thousand Miles. \$3,225 cash, no lower offers accepted. Apply Box 518 c/o "Hongkong Telegraph."

FOR SALE.

MILNER'S SAFES

APPLY TO

LAMMERT BROS.
Duddell Street.

FOR SALE.

One Hornsby—Ackroyd Oil Engine—3½ Horse Power. Fuel: Kerosene. Complete with cooling apparatus; in good condition. May be viewed by appointment at

GUN CLUB HILL BARRACKS KOWLOON.

Apply to the undersigned.

LAMMERT BROS.

NOTICE.

HONGKONG & SHANGHAI BANKING CORPORATION.

Notice is hereby given that the ordinary yearly meeting of the Shareholders in this Corporation will be held at the City Hall Hongkong on Saturday 26th day of February 1921 at noon, for the purpose of receiving the Report of the Court of Directors together with a statement of accounts for the year ending 31st December 1920.

The Register of shares of the Corporation will be closed from Saturday 12th February to Saturday 26th February 1921 (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Court of Directors
A. G. STEPHEN,
Chief Manager
Hongkong, 5th February, 1921.

VALSPAR BRONZE BOTTOM PAINT

A PERFECT ANTI-FOULING COMPOUND.

SOLE AGENTS:—

HOLLAND PACIFIC TRADING COMPANY, LTD., HONGKONG.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.

LONDON SERVICE

(Direct)
"TEIRESIAS" 1st Mar. Amsterdam, London & Antwerp
"HELENUS" 8th Mar. London, Amsterdam & Hamburg
"STENTOR" 11th Mar. London, Amsterdam & Antwerp
"NINGCHOW" 22nd Mar. London, Amsterdam & Hamburg
"KEEMUN" 5th Apr. London, Amsterdam & Antwerp

LIVERPOOL SERVICE

(Direct or via Continental Ports)
"ACHILLES" 1st Mar. Genoa, M'los, L'pool & G'gow
"TELAMON" 16th Mar. Havre & Liverpool
"KT. of the GARTER" 29th Mar. Genoa, M'los, L'pool & G'gow
"IDOMENEUS" 12th Apr. Havre & Liverpool

PACIFIC SERVICE

(via Kobe and Yokohama)
"TEUCER" 23rd Feb. Victoria, Seattle, Tacoma and
"TALTHYBIUS" 16th Mar. Vancouver
"TYNDAROS" 6th Apr. Vancouver

NEW YORK SERVICE

(via Suez or Panama)
"EURYPILOS" 2nd March via Suez

HOMeward PASSENGER SERVICE

"TEIRESIAS" 1st March for London
"STENTOR" 11th March for London
"IDOMENEUS" 12th April for Liverpool
"PYRRHUS" 3rd May for London
"ANCHISES" 10th June for Liverpool
"TEIRESIAS" 7th July for London

For Freight and all Information Apply to

BUTTERFIELD & SWIRE
AGENTS.

CONSIGNEES.

NOTICE TO CONSIGNEES.

The Steamship
"LOWTHER CASTLE"
From NEW YORK

Consignees of Cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 17th February.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All claims against the steamer must be presented to the Under- signed on or before the 4th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be counter- signed by

DODWELL & CO., LTD.,
Agents.

CONSIGNEES.

NOTICE TO CONSIGNEES.

OSAKA SHOSEN KAISHA.
From TACOMA via JAPAN
PORTS & SHANGHAI.

The Company's Steamship
"AFRICA MARU"

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 26th Feb. 1921 will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Saturday. All Claims must be presented within Ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

OSAKA SHOSEN KAISHA,
Y. YASUDA,
Manager.

Hongkong, 20th February, 1921.

W. S. BAILEY & CO., LTD.,

ENGINEERS & SHIP-
BUILDERS, HOK UN
KOWLOON.

HARBOUR REPAIRS
Call Flag "L."

Sole Agents for
"KELVIN MOTORS."

Motors from 12 B.H.P. to
50 B.H.P. now in stock
also spare parts.

Works ... Tel. K.21.
Manager ... K.329.
Secretary ... K.369.
Harbour Engineer ... K.28.
Telegrams "SEYBOURNE."

CONSIGNEES.

NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS
From MIDDLESBRO, LONDON
and STRAITS.
The Steamship
"BENARTY"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All claims against the steamer must be presented to the Under- signed on or before the 5th March, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be counter- signed by

**GIBB, LIVINGSTON
& CO. LTD.**
Agents.

Hongkong, 21st February, 1921.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS,
LIMITED.

From UNITED KINGDOM,
GENOA, COLOMBO,
& STRAITS.

The Motorship
"GLENSANDA"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 28th February 1921 at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 28th February, 1921, at 10 a.m. Claims against the steamer must be presented within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be counter- signed by

**JARDINE, MATHESON,
& CO., LTD.,**
Agents.

Hongkong, 21st February, 1921.

SHIPPING NEWS.

N.Y.K. TO CALL AT VANCOUVER.

N.Y.K. passenger vessels on the Seattle run will in future include Vancouver in their calls.

DUTCH SHIPOWNERS MOVE.

Dutch shipowners are forming a company to conduct a large popular store for the sale of clothes and other goods at reduced prices.

THE AUSTRALIAN STRIKE.

The Australian shipping strike had disastrous results, shipping, industrial and public services being completely held up and a great amount of hardship entailed to the general public.

TANKER TONNAGE.

With oil in such request, and with extensive schemes in progress for distributing it along the chief sea routes, tanker tonnage is likely to do well for some time to come, quite regardless of ordinary market conditions.

KOBE LIGHTERS IDLE.

The Kobe Yusen says that the 300 lighters of the Taisho Transport Company, of Kobe, lie idle, so the concern has recently decided to co-operate with the Toshin Godown Company in order that they may assist each other through the period of depression.

THE N. Y. K. SUBSIDY.

Commencing on April the Japanese Government grant to N.Y.K. for the European, North American and Australian lines will be reduced by 66 per cent., under the new arrangement whereby the Company will be paid for carrying mails instead of receiving a shipping subsidy.

THE DOLLAR LINE ON THE YANGTZE.

The American flag will be flying on vessels the whole length of the navigable waters of the Yangtze this year. The Robert Dollar Company has started a new line of steamers which will travel between Shanghai and Hankow. The first of these steamers, the Esther Dollar, will shortly be placed on the run and the Robert Dollar II, a new steamer, will be started on the upper Yangtze run some time during April of this year.

JAPANESE CASUALTIES.

Eight motor fishing boats were reported missing off Keelung on the 6th inst. One was discovered to have capsized and two managed to put into Suwo; but the remaining five boats are missing. The Destroyers Ume and Kusunoki, were despatched from the Pescadores to search for the missing craft. The Kusunoki went aground near Kako, owing to the rough sea on the night of the 6th, and the Destroyers Katsura and Kayede were despatched to her rescue on the following morning.

DISCHARGE OF JAPANESE DOCK- YARD HANDS.

The Harima Dockyard, which is under the management of the Suzuki Company, has dismissed 1,000 employees, nearly one half of the total number, owing to slackness of business and lack of orders. Many of the employees at the Toba Dockyard have also been discharged. It is hoped to find work for a number of the discharged men at the Kobe Steel Works. The dismissed men were given some consolation money, the amount varying according to their wages and term of service, and in the case of married men travelling expenses for their families were also allowed. There was no disorder at either yard, the men accepting their fate as inevitable and recognizing that the Company had dealt with them considerably and fairly.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED

—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADIUS

TEL. ADDRESS: "TAIKOO DOCK" HONGKONG.

TELEPHONE NO. 212

CALL FLAG: "C" OVER "ANS. PENNANT"

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG, CHINA & JAPAN.

FLUSHING HARBOUR EXTENSION.

The Netherlands Government has begun the works at Flushing which will double the harbour accommodation at a cost of £500,000.

MID-SCOTLAND SHIP CANAL.

At a meeting of the Convention of Royal Burghs held in the City Chambers, Edinburgh, recently, a letter was read from the Secretary for Scotland regarding the proposals for the construction of a Forth and Clyde Ship Canal, in which it was stated that in the aggregate that the Board of Trade found the 3,500,000 tons gross of shipping per annum would be a generous estimate of the total amount likely to use the canal. The estimate of the Mid Scotland Ship Canal Association of 12,000,000 tons was thought to be much too high. While the Board do not feel justified in supporting the proposals on commercial grounds, they would be prepared to receive any reasonable estimate which those interested in the scheme might care to submit of the amount of shipping which it was considered might make use of the canal. If reasonable grounds could be given for higher estimates of traffic or revenue, the Board would be prepared to examine the question further.

U. S. MARINE FLEET.

That the U. S. Merchant Marine Fleet will lose \$25,000,000 for the first half of 1921 is the estimate of an American Shipping man, who also predicted that conditions would return to normal later in the year, when the Government would make a profit with the Fleet. France is to make great efforts to increase her mercantile marine to a size which will mean less dependence on foreign shipping.

WEAR-SIDE PROSPERITY.

The output of shipbuilding from the Wear yards at Sunderland for 1920 is returned as 67 vessels, aggregating 333,335 tons, an increase on last year of four vessels, and 14,673 tons. With the exception of one P. and O. liner, all the vessels are cargo boats. Forty of the vessels were built to the order of foreign firms, chiefly Scandinavian, who placed big orders on the Wear at the conclusion of the war. Official returns show that the tonnage of vessels launched at Belfast during the year was 116,543, as against 197,326 last year.

COMMERCIAL NEWS.

MEAT PACKERS DECLARE

HUGE DIVIDEND.

The Morris Company, the American meat-packers, have declared a dividend of over 1200 %.

FRENCH TAX ON FOREIGN BANKS.

A Bill has been drawn up by M. Gerad, deputy of the Charente, which provides for the imposition of a special tax on foreign banks established in French territory. AMALGAMATION OF LEAD FIRMS. A scheme is nearing completion for the amalgamation of five leading British firms of lead manufacturers, in close association with the Burma Corporation.

LOWER BRITISH STEEL PRICES.

Following the Scottish example, Middlesbrough, the great Yorkshire iron-manufacturing and shipping centre, is reducing steel prices. The reductions are from 20s to 40s a ton.

CHINESE FAILURES IN SAIGON.

Chinese papers report bankruptcies among Chinese firms in Saigon to the extent of over \$8,000,000. Speculation in exchange and rice is reported to be the principal cause.

TRADE APPROPRIATION.

The U. S. Senate has disapproved the \$450,000 "cut" in the appropriations for the Federal Trade Commission, the Interstate Commerce Commission and the Tariff Commission. It restored the original sums in the Sundry Civil Bill, which has passed the House.

LONDON WOOL SALE.

At last month's "free" wool sale (following decontrol) there was good Home and Continental competition, and practically all wool offering was sold at about 10 per cent. below the reserves in the Government sales. In the Bradford market there was rather more inquiry for topmakers, quotations hardening. Sixty-fours made 51d. to 54d.; cross-breeds were irregular.

WORLD TRADE REPORT.

A Washington message of the 9th inst states:—World trade conditions are little improved at the beginning of 1921, excepting in the Scandinavian countries and Belgium, where the cost of living is lower. Department of Commerce agents have reported to the Department here. Prospects are brighter in Great Britain which is on the verge of financial improvement. The banks are freer with loans, there is less speculation, and an increase in American money invested in dock improvements which will encourage shipping.

WATER RETURN.

Level and Storage of water in Reservoirs on Feb. 1, 1921.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

	1920.	1921.
Tytam	9.3 Below	16.3 Below
Tytam	2.2 Below	28.3 Below
Tytam	6.8 Below	15.7 Below
Tytam	26.10 Below	0.7 Below
Tytam	33.0 Below	20.1 Below
Wong-chung	14.3 Below	15.9 Below
Pokfulam	1.3 Below	1.3 Below

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1920.	1921.
Tytam	310.47	287.76
Tytam	1.40	8.11
Tytam	160.10	118.50
Tytam	817.00	1,188.15
Wong-chung	1.08	5.27
Pokfulam	31.51	32.46

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of Jan.

	1920.	1921.
Consumption	192.97	222.91
Estimated population	277,800	281,400
Consumption per head per day	22.4	25.5

Constant supply in all districts during Jan. of both 1920 and 1921.

KOWLOON WATERWORKS LEVEL.

	1920.	1921.
Kowloon	9.3 Below	16.3 Below
Gravitation	2.2 Below	28.3 Below
Reservoir	6.8 Below	15.7 Below
Reservoir	26.10 Below	0.7 Below
Reservoir	33.0 Below	20.1 Below
Reservoir	14.3 Below	15.9 Below
Reservoir	1.3 Below	1.3 Below

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1920.	1921.
Kowloon	265.42	323.55
Gravitation	1.40	8.11
Reservoir	160.10	118.50
Reservoir	817.00	1,188.15
Reservoir	1.08	5.27
Reservoir	31.51	32.46

Consumption of water in Kowloon in millions and decimals of gallons during the month of Jan.

	1920.	1921.
Consumption	47.22	41.28
Estimated population	104,750	106,650
Consumption per head per day	14.5	12.4

The Government Analyst's report shows that the water is absolutely healthy.

W. CHATHAM.

Water Authority.

UNIFICATION OF CHINA LOANS.

Proposal by the Banks.

For the sake of reorganizing China's national finance, Mr. Chang Chia-ao, vice-President of the Bank of China, has submitted memorials and suggestions to the Government urging the necessity for the reorganization and unification of Chinese Domestic loans, otherwise it is feared that China will not be able to pay their capital and interest within a few years, in view of the deplorable condition of the nation's finance.

The chief suggestion is to pool all the loans and permit the Chinese banking group to handle the pooling on behalf of the Government with full powers. The suggestions are under the consideration of the Government and will be placed before the Cabinet Conference shortly.

FRECKLES AND HIS FRIENDS

?????

BY BLOSSER.



A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.

JEFFREY'S

CELEBRATED

PILSENER BEER.

BREWED IN SCOTLAND.

Prices:—per case of 7 doz \$24.00

per doz. - - - 3.50

(INCLUDING DUTY)

PHONE 616.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but as an evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is \$36 per annum. (Payable in Advance.)

The rate per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The "Hongkong Telegraph" is delivered free when the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

Single Copies, Daily, ten cents.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshien, Canton, who are our agents there.

The Hongkong Telegraph

HONGKONG, TUESDAY, FEBRUARY 22, 1921.

THE RACES.

To-morrow sees the beginning of another Race Meeting, when business will go greatly to the board and all "Hongkong and his wife" will spend their way to Happy Valley. Time was when the meeting meant a four days' holiday to all, but those leisurely days have passed and it is with reluctance that a good many men give up the cares of office and watch ponies they know little or nothing about. But the Races still have a glamour and a call for many, and pony racing is gaining a greater popularity than it has enjoyed for years. In practically every respect the 1921 meeting promises to be a record; there are more ponies, more owners, more entries than ever before. And it is probable that the European attendance will be a record too. Whether our Chinese friends will come back in bigger numbers than in the years since the catastrophe of 1918 will remain to be seen, though there has been talk of a much larger native attendance.

Looking through the little book compiled by our former Governor (Sir Henry May, K.C.M.G.) and which was written as far back as 1887, one learns that before 1845 races were held at Macao, for which purpose there were annual pilgrimages made by hundreds of local residents. In 1845 the first race meeting was held in Happy Valley, though no records are extant of what took place. The first year for which there are complete records is 1848 and Sir Henry May tells us that the horses and ponies were probably Walers, Arabs and Manila ponies. The records go on to show that during the history of racing in the Colony all kinds of horses have been used, varying from Arabs, Australian Walers, South African horses, English stud-bred horses, Manila ponies, until finally the sturdy, little China pony was adopted. Racing is now confined entirely to the last-named mount, though it is common knowledge that about a year ago an attempt was made by an Australian interested in the breeding of Walers to induce our local stewards to make a change. It was in 1856 that the China pony first competed and from that date he began to grow in favour until eventually he entirely ousted all others. So sporting a mount has he proved that his position would seem to be unassailable. Turning to the personal side, one finds that from the earliest days our big "Hong" lent their support to "the sport of Kings." But perhaps the record that will long go unbeaten is that still held by Sir Paul Chater. It was 1865 that he first attended a Hongkong meeting and for fifty-six years has missed out few. It was in 1863 that he established the record of winning fifteen races with ten different ponies out of a string of fifteen which he had been running, and that is a record that will be hard to beat. By the departure of Mr. T. F. Hough for home a few weeks back there was severed another very old association with local racing, for Mr. Hough had ridden here as long ago as 1888. He was Hongkong's "crack" jockey in his day and for many years had acted as Clerk of the Course, always appearing in the picturesque dress of the office. It would be possible to reprint a great deal of very interesting anecdotal matter, but suffice it to say that the history of racing in Hongkong is one full of clean sport, keen friendly rivalry and wonderful performances by a pony which would probably be unjustly laughed at in any other country. We are told that only once in the whole history of the Hongkong turf has a charge for dishonest riding ever been made against a rider—a circumstance doubtless due to the fact that the riders have always been amateurs.

And we are again on the eve of another Race Meeting, with a record behind us that makes pleasant reading and a future that looks full of promise. The sport is a good one, and the annual event a social function. The stands are already gaily decorated and the enclosure and rails are ablaze with the brilliant colours of many flowers. One can almost hear the rattle of the turning lottery drums and see the crowds of interested ticket-holders gathering round the board that announces the result of the drawing. It's all a splendid game of chance played in a splendidly sporting way. And long may the day be delayed when the annual Race Meeting of Hongkong will be but a matter of history. To all we wish the best of luck and four days of enjoyable relaxation.

NOTES AND COMMENTS.

The Clippers Again.

Our recent notes on the subject of the clippers have prompted an enthusiastic reader with experience of those famous craft to loan us Mr. Basil Lubbock's narrative of "The China Clippers," an absorbing volume it is. The very chapter-headings induce one to daily over its pages. Here we get what must surely be the whole story of the Baltimore clippers, the opium clippers, and the tea clippers, British and American. In the very early days the American craft were "slavers," smugglers, and privateers. Sometimes they did not hesitate to fly the Jolly Roger, and some daring Americans engaged the "tubby overmasted sloops and brigs of the British Navy." The opium clippers, British and American, often found themselves in a diamond-cut diamond type of game with Chinese smugglers and pirates, out of which they came pretty well. Besides being manned by a wonderful race of mariners, the British clippers were often officered by ex-naval men, and there was as much competition for appointments as there was for service with John Company. An officer who served aboard the Falcon says: "The officers were for the most part the younger sons of good families at home, who had to use every effort and wait long to fill a vacant appointment, which was very difficult to obtain, as applicants had to undergo the severest tests of fitness, both mental and physical." The clippers carried double crews composed of all nationalities, amongst whom were always to be found a sprinkling of deserters from the Navy, drawn by the lure of high pay and promise of excitement. Discipline had, of course, to be very strict; gun and cutlass drill formed a regular part of the routine, whilst smartness in sail handling was assured by *esprit de corps*.

A Great Race.

Coming to what we may term the clippers proper, the tea clippers, the narrative is replete with tales of records, races for big wagers, brushes with Malay and Chinese pirates, and tussles with the monsoon too. The Americans were to the fore in the forties, and some invaded the British trade, but in 1872 "Dicky" Green (Mr. Richard Green, of the famous Blackwall Line) put heart into the shipowners at home, when his small clipper the Challenger just beat its big American rival of similar name, the Challenge, in a great run to England. Subsequently the competition rested between the British rival types, the Aberdeen and the Clyde. The culminating point in the history of the clippers may be said to have been reached in 1872 with the race between Thermopylae and Cutty Sark. The vessels left Shanghai on the same day within an hour or two of each other. Owing to fresh gales and thick fog, they were some time in getting away, and then Cutty Sark's fore-topgallant was split in a gale. The monsoon held for some days, but after a week's run the racers were in sight of each other, Cutty Sark leading. A few days later her rival went to the fore, but Cutty Sark led through the Stolz Channel until some unfriendly waterspouts caused the positions to be again reversed. At Keeling Cocos Islands Thermopylae was still ahead, but then Cutty Sark got the wind fresh from the E.S.E., which just suited her, and she went flying to the front with three consecutive days' runs of 340, 327, and 320 knots. Then she had the bad luck to lose her rudder, and finally Thermopylae won well by time, but in shipping circles the honours were given to Cutty Sark, for she was hoisted for more than six days whilst a jury rudder was being fixed up. In point of time the race by no means constituted a record, the conditions not being favourable, but it is historic as a direct test between the famous rivals. The clippers continued for a few years after the opening of the Suez, but there was no longer the same incentive to racing. Mr. Lubbock's narrative has a lot to say about Hongkong, and doubtless the records of Messrs. Jardine, Matheson and Co., who figure largely in the volume, contain particulars of many thrilling incidents.

VICE-PRESIDENT'S PLAN.

Vice-President and Mrs. Marshall are planning to leave for Europe in May.

DAY BY DAY.

THAT MODESTY WHICH SEEMS TO DECLINE PRAISE IS ONLY THE DESIRE OF BEING PRAISED MORE DELICATELY.

To-day, according to the Chinese calendar, is the Feast of Lanterns.

No cases of communicable disease have been notified for the past two days.

In honour of the anniversary of Washington's birthday, warships in port dressed ship to-day.

A coolie was yesterday killed in an accident whilst at work on the reclamation at Shauiwan East.

The total output of the Kailan Mining Administration's mines for the week ending 5th February, amounted to 31,812 tons and the sales during the period, to 62,762 tons.

A gardener was yesterday removed to the Government Civil Hospital from Kennedy Road where he sustained injuries in a fall down the hillside for a distance of twenty feet.

For entering the dwelling house of 315, Reclamation Street, Yaumatei, with intent to commit a felony, a Chinese who was tried yesterday before Mr. Justice J. R. Wood and a jury was discharged.

Six large lumber yards and one oil refinery along the water front of Honam Island (off Canton) were destroyed by fire on Saturday afternoon about 3 o'clock caused by an explosion in the engine room of one of the lumber yards using machine saws.

Before the Pussins Judge, Mr. Justice J. R. Wood, the two Chinese who were indicted on a charge of robbery by assault were found guilty by the jury yesterday and sentenced to seven years' imprisonment and ten strokes of the "cat" each.

In the case at the Criminal Sessions yesterday, before Mr. Justice H. H. J. Gompertz, in which Yeung Ying was tried on a charge of being concerned with four others in an armed robbery, the jury returned a verdict of not guilty and the prisoner was discharged.

Last week's health return shows six cases of small-pox (one being Australian, imported, and the rest Chinese), three of cerebro-spinal fever (all Chinese) and one each of diphtheria (Chinese), enteric (Chinese), and paratyphoid fever (Portuguese). Two of the plague cases, as well as the diphtheria and enteric cases, were fatal. There were seven Chinese deaths from influenza.

SHOWING OFF.

Motor-Car Driver Fined.

The driver of a public garage car, No. 186, was charged by Inspector Garrod before Mr. R. E. Lindsell this morning, with driving in a reckless manner on the Wong Nei Cheong Road on the 11th instant.

It is said that the defendant had in his car five young Chinese ladies, and by way of bravado he increased the speed to twenty five miles an hour and was caught in a Police trap at Wong Nei Cheong.

Unwilling to expose the real object of his action, the driver, in his reply to the Magistrate this morning, stated that there were no people on the road at the time, and he thought it would be quite safe to drive at that speed.

Inspector Garrod, however, informed the Court that there were a number of road-makers working on that road, and that in addition a European lady was walking along. The real reason for the offence was the desire of the defendant to show off before the young ladies. There had hitherto been three accidents on that road within the knowledge of the Inspector.

A fine of \$20 was inflicted on the defendant.

AN ISLANDER'S DIARY.

(By "Ajax.")

The Shipping Light Dues question has been agitating us during the week, and the proposed continuation of the collection of this two-and-a-half cents, has been condemned. We may likely witness a full-dress debate at the next session of the Council meeting. It is claimed that if this imposition continues we may see Macao becoming a rival of Hongkong in the near future. As is well known, Macao is only about forty miles distant from Hongkong and her geographical position, owing to her being a peninsula and joined to one of the richest and most populous districts in the Province of Kwangtung, can be said to be really better suited as a commercial and shipping base to that district and the West and North Rivers than Hongkong. Steamers coming from those districts pass Macao before reaching Hongkong and, therefore, Macao is nearer and handier. That Macao has no trade worth speaking about is simply due to her not having a harbour capable of accommodating ocean-going steamers, but the Macao Government is shortly going to build one with all modern facilities, capable of giving anchorage to vessels of over twenty feet draught at high tide, and will probably dredge a deeper channel when circumstances warrant it. The Hongkong Government cannot afford to lose sight of what is going on at our very doors. We have unbounded faith in the future of the Colony, and we must do all in our power to maintain our premier shipping position in South China, but at the same time we cannot afford to dismiss the matter lightly. It behooves us to see what will happen should the impost be continued and Macao grow in importance as a port.

In this connection of Macao harbour, it would be interesting to know to whom the contract for building the harbour is going. It is whispered that a foreign firm, not Portuguese nor British, is likely to secure this contract. Of course, British firms have not been asleep in trying to capture the contract for the Macao harbour works. Indeed, a British firm, which is well-known and highly thought of, has made a very favourable proposal to the Macao Government, and the same will soon be considered by the Macao authorities. The firm is not a Hongkong concern. It is well-known here that its managers and engineers had come out on more than one occasion in connection with the Macao harbour works.

The question is whether when the harbour is completed Macao is likely to be a serious rival of Hongkong as a shipping port. The present scheme is only for a harbour to accommodate vessels drawing up to twenty feet of water, more or less, and it follows that such a harbour is not likely to be a serious menace to Hongkong. It is claimed that Macao must have a decent harbour. It had languished for years for lack of a harbour, and now that the Government has the means to do it, nobody can contest its right to have that harbour. The Macanese have been clamouring for a harbour for more than thirty years, and it is only now that they see a chance of their aspirations being realised. Macao has a peculiar business of its own and it is said that it is this business which the harbour is intended to foster and develop and that the new port of Macao will benefit Hongkong, serving as a feeder to this port. Especially will this be the case when the projected Macao-Canton Railway is an accomplished fact. It is difficult to say whether part of the shipping will be diverted to Macao by the imposition of the 2 1/2 cents Light Dues on ships using the Hongkong harbour. Only when the Macao harbour is completed and ships begin to frequent it can one see whether the 2 1/2 cents Light Dues will play any part in attracting shipping to Macao, but it is well to place before our minds this possible danger that may arise in the near future.

GIRL GUIDES.

Lady Baden Powell has appointed Lady Stubbs to be Division Commander for Hongkong. Lady Stubbs will be glad if those who are willing to assist in the organisation of the Girl Guide movement will communicate as soon as possible with Mrs. Rachel Irving (3, The Peak), who has been appointed by Lady Baden Powell to be Secretary for the Division.

LOCAL JEWISH COMMUNITY.

Presentation to Mr. C. S. Gubbay.

There was a very convivial gathering last night at the Jewish Club, when a dinner dance was held in honour of Mr. C. S. Gubbay, the Manager of Messrs. E.D. Sassoon and Co., who is shortly proceeding to Shanghai. Nearly eighty sat down, amongst these present being Mr. R. S. Gubbay (Chairman), Sir Ellis Kadoorie, Captain Hector Sassoon, Mr. and Mrs. E. Howard, Mr. A. S. Gubbay, Mr. and Mrs. O. I. Ellis, Mr. and Mrs. E. B. Raymond, Mrs. Epstein, Mr. and Mrs. E. M. Raymond, Mr. and Mrs. A. Weil, Miss M. Gubbay, the Misses Komor, Mr. and Mrs. S. Dunn, Mr. D. Arakie, Mr. M.S. Sassoon, Mr. Walter Joseph, Mr. E. Abraham and others.

The catering, which was done by the Hongkong Hotel, under Mr. N. White was excellent.

Mr. D. Arakie, in a short speech proposing the health of the guest of the evening, said that never, before he believed, in the history of the local Jewish community had there been such a gathering, either in point of numbers or of enthusiasm, which was evidence of the great esteem in which they all held Mr. C.S. Gubbay. Mr. Gubbay had earned their general respect not only by his work but also by his sincerity. He had throughout exhibited the power of combining self-respecting modesty with a capacity for independent thought, and his learning, attainments and purity of character they had always admired and valued. Such work as Mr. Gubbay had accomplished had marked him out to be a very able business man, possessing the powers of clear reasoning, penetrating analysis and a marvelously well-balanced mind. His sound judgment and unassuming character had gained him the universal respect of the local Jewish community and all those with whom he came in contact. They all wished him a long career of useful work and happiness.

Mr. R. A. Gubbay said it gave him very great pleasure to preside that evening and to be asked to present an address signed by all the members of the Jewish community, together with a beautiful testimonial—a silver rose bowl suitably inscribed, which he hoped would be treasured as an heirloom. He hoped that it would not be long before Mr. C.S. Gubbay would be back with them in Hongkong, and thus further cement the friendship that had existed between them.

Mr. C.S. Gubbay, who was visibly touched by the demonstration of goodwill towards him, said that words failed him to express to those present the deep sense of gratitude that he felt for the honour done him that night. It might appear ungrateful of him to say so, but it would have afforded him greater satisfaction had his friends allowed him to accept the will for the dead. He said that in all sincerity. He was glad that his sense of proportion was not clouded yet and that he was still able to view things in their proper perspective; otherwise, he would be leaving the table bursting with conceit—and conceit was deadly to the soul. When the heart was flowing with human kindness one was apt to be lavish with one's praise and to dispense it with a prodigality undreamt of on other occasions and which certainly would not bear repetition on the morrow. It would be rank hypocrisy to deny the fact that he had done all in his power for the good of the community. He claimed no credit for that but, did not think he needed a souvenir to bring his mind back to Hongkong. In the flesh he would be in Shanghai, but in spirit he would be in Hongkong, where he has spent the greater part of his life.

Dancing was kept up till one o'clock in the morning.

RHODESIA'S DESIRE FOR RESPONSIBLE GOVERNMENT.

A message from Capetown states that the Administrator of Rhodesia has submitted to the Legislative Council a memorandum stating that the Secretary of State, while appreciating the desire for responsible Government, has come to the conclusion that the present Administration should continue till after the next election in 1923. Should the new council then favour responsible Government, His Majesty's Government would take steps to grant it not later than October, 1924.

BOY SCOUTS.

Baden Powell Thanks Hongkong.

On the occasion of the Boy Scouts' Rally, held on the 8th January last, a cable as follows was sent home to Sir R. Baden Powell congratulating him on his recent promotion to a baronetcy by His Majesty the King:—"Hongkong Boy Scouts assembled in their First Rally send congratulations to Chief Scout."

The following reply has now been received by post card:—"R.M.S. Narkund En Route for India.—Thank you most sincerely for your very kind congratulations on our good fortune.—Robert Baden Powell."

DR. SUN'S LATEST IDEA.

Speech to Canton Merchants.

About one hundred local business men and heads of the gentry were present at a dinner given by Dr. Sun Yat-sen at the Government Building, Canton, on Saturday evening. In the course of his speech, Dr. Sun Yat-sen emphasised the need of a government in China dominated by business men and labourers.

"Nothing is impossible. What we need is perseverance," declared Dr. Sun. "Years ago, I was laughed at when I agitated for a revolution and to make China a Republic. Now a Republic has really been established, which proves that everything can be accomplished through perseverance."—Canton Times.

WEDDING.

Mr. C. C. Brooks—Miss H. Thomson.

The wedding was solemnised at St. John's Cathedral yesterday by Mr. Charles C. Brooks, Assistant Marine Superintendent, Canadian Pacific Ocean Services, Ltd., (late purser, Empress of Asia), son of Mrs. Robert Brooks, Ormstown Que, Canada, and Miss Helen Thomson, daughter of Mr. and Mrs. Alex. Thomson, Merritt, B.C., Canada.

The bride, who was given away by Mr. Sydney Humphrey, was attired in a navy blue tailored travelling suit with hat to match and carried a bouquet of cream roses, lilies of the valley and maiden hair fern.

The bridesmaid, Miss E. Moore, wore a blue silk tailored suit with hat to match. Her bouquet was composed of pink and white roses. Mr. W. R. Buckborough was "best man." The Rev. V. H. Copley Moyle officiated at the ceremony.

After the ceremony, a largely-attended reception was held at Wiseman's Cafe, and later the happy couple left for Canton and Macao, where the honeymoon is being spent.

LADIES AT THE RACES.

A Misapprehension Dissipated.

There seems to be a good deal of misapprehension abroad as to whether ladies will be charged admission into the enclosure for the Races which begin to-morrow, a misapprehension which has probably arisen by the non-publication of an advertisement specifically inviting them to be present.

Anxious to clear this question up, we had a chat to Mr. R. J. Paterson, the Clerk of the Course, this morning and we were glad to learn that no charge is to be made or had ever been contemplated. In the years before the 1918 catastrophe, special advertisements inviting ladies were inserted in the local Press, more especially to invite Chinese ladies to the free use of a matched stand next to the old Lusitan Club Stand. But since that time no invites have been printed, it being an understood thing that ladies would always be welcome. Mr. Paterson expressed surprise there should be any doubts.

In our advertising columns to-day will be found a formal invite.

NOTICE.

THE MERCURY GARAGE CO.

FOR
GOOD CARS
PROMPT SERVICE
REASONABLE CHARGES,
CAREFUL DRIVERS.
TELEPHONE: 977.

HONGKONG HOTEL GARAGE.

Telephone No. 483.

SOLE AGENTS

HONGKONG AND SOUTH CHINA

FOR THE STUDEBAKER CAR

"SHELL" MOTOR SPIRIT AND "GARGOYLE MOBILOILS"

Can be obtained at all hours at the Town Garage
and Repulse Bay Garage.

We hold stocks of the following Cord Tyres:—

"PENNSYLVANIA VACUUM CUP"

"FISKE"

"KELLY SPRINGFIELD"

"LEE"

HARD TIMES BUT NOT
HARD LINES.

(By Robt. MacWhirter.)

Now a heading like that is what I call style. Talking of style reminds me of a paragraph I read the other day. It went like this:—

"Tetrazzini stood distributing signed autographs, throwing them over the orchestra to her friends."

Think of what an unlovely mess of the soup Her High Chestiness would have made had she thrown one of those autographs before she had signed it! That only shows ye how careful ye have to be.

But as I was going to say, coming out on the ship I got through quite a lot of the Christmas Numbers. From the look of them I should say they were more wonderful than ever. Never have advertisements been so plentiful, coloured plates so profuse and the general air of prosperity, goodwill and all the rest of it so much to the fore. Now w! the country in the state it was when I left it, what we need most is a few Hard Time Numbers. No! that I approve, mind ye, of a newspaper or an orator either, for that matter, backing folks up against a wall and ramming helpful statistics into them w! a force pump, but, all the same, at Home this winter there are more hungry stomachs than midges about. Folks there were who had to get a few sharp lessons in the school of adversity and that's no correspondence school kind of tuition, mind I'm telling ye. It's a pretty sorrowful business but a good many people have themselves to blame. Their's was the kind of myopia for which they would insist in using plus glasses. No minus quantity for them please. Their motto was to let to-morrow take care of itself while they got busy w! the eating, dancing and being merry.

The great day of pleasure and money-to-burn is passing. The tail end of the procession is just about round the corner now. The Belfast Orangemen in their palmy days, when they confined ammunition to bolt heads and plate punchings used to tote up the sum total of their enjoyment according to the number of hours it took their drum-beating, file-playing processions to a given point. The Great Get-on-with-it Procession has taken a few years to march past but the camp followers are near at hand at last.

Now about the Cure for Hard Times. Of course, you understand, I really know no more about it than I do of bull fighting; but naturally I read and that plus what other folks say when they're no cursing the weather is about all I have to go on. You also understand, I hope, that if I did really have the prescription up my sleeve, I'd no' be footling away at this screed. A grateful

DAIRY FARM NEWS.

FROZEN SMOKEN FISH

New shipment ex S/S "GLENAMOY"

SELECTED FILLETS

FINNAN HADDOCKS

SELECTED KIPPERS

THE DAIRY FARM, ICE & COLD STORAGE CO. LTD.

—the ragtail and bobtail of the merry throng.

If you don't much care for this high faluting kind of stuff, I think it would be wiser to give it a miss altogether, for bye and bye I'm going to drop into plain English, or as plain as it is possible for a Scotsman to write and at the same time be understood. And it's all going to be about Hard Times, its Cause and its Cure, that is, if I'm able and the Telegraph isn't forced between hand by the Police to suspend publication.

So, I'm warning ye. If you're the kind of reader that prefers the Bystander to Gibbon's Decline and Fall, your time would really be more profitably spent getting the dinner cocktails ready, for, in addition to my alleged style, by and by I'm going to get much dryer than Pussfoot ever dreamed of.

Now about the Cure for Hard Times. Of course, you understand, I really know no more about it than I do of bull fighting; but naturally I read and that plus what other folks say when they're no cursing the weather is about all I have to go on. You also understand, I hope, that if I did really have the prescription up my sleeve, I'd no' be footling away at this screed. A grateful

NOTICE.

NOTICE.

FOR THE RACES

EXCLUSIVE MEN'S WEAR

TO BE OBTAINED AT

SHAW'S

NECKWEAR, SOCKS, CHAMOIS
GLOVES, FOOTWEAR,
WALKING CANES, HEADWEAR,
NEGLIGE SHIRTS, ETC.

- CHOICE SUITINGS -

J. T. SHAW

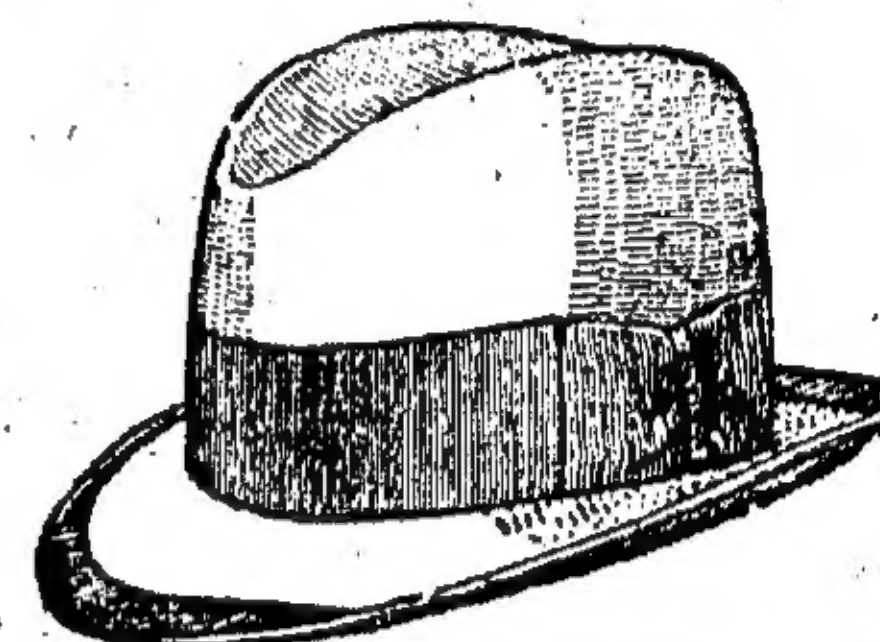
TEL. 882
SPECIALIST IN MEN'S WEAR
NEXT DOOR HONGKONG HOTEL.

Wm. Powell Ltd
TELEPHONE 3146

FOR THE
RACES.

SMART HATS

in all the NEWEST
MATERIALS AND
SHAPES INCLUDING
SINGLE & DOUBLE TERAI.



SMART

"KE TIC"

AND

"SAXONE"

FOOTWEAR

IN

BLACK & BROWN.

WE INVITE INSPECTION.

Wm. POWELL Ltd.

HIGH-CLASS TAILORS & OUTFITTERS.

JUST UNPACKED

NEW MODELS OF

COLLARD & COLLARD'S PIANOS

UNSURPASSED FOR TONE, TOUCH
AND ARTISTIC CASE DESIGN.

SPECIALLY MANUFACTURED FOR THE
CLIMATE.

THE ANDERSON MUSIC CO., LTD.

16, Des Vaux Road.

Telephone 1822.

GINS.

Caldbeck's Old Tom and Dry

Jas. Coult's & Co., Old Tom and Dry

Boord & Son Old Tom and Dry

Booth's No. 1 Old Tom

Plymouth (Coates & Co.)

Bols Dry Gin (London Style)

CALDBECK, MACGREGOR & CO., LTD.

15, Queen's Road Central.

(Telephone No. 75.)

WHEN YOU THINK OF
BETTER SOUP & PUDDINGS

THINK OF

THE HING WAH PASTE MFG. CO., LTD.

(No. 47-48 Connaught Road Central, Hongkong)

MANUFACTURERS

OF

MACARONI, VERMICELLI, PASTE

STARS, EGG NOODLES &c.

RING UP—2230.

TO-DAY, TILL FRIDAY AT 2.30, 5.15, 7.15 & 9.15

Also
MAE
MARSH
IN
"THE
BELOVED
TRAITOR"
[BRITISH
GAZETTE



"HIGH AND DIZZY"

WITH

HAROLD LLOYD

is absolutely it!

The

Comedy of the year

transcending even

"Haunted Spooks."

BOOK EARLY

PHONE 1743

THE CORONET

(To be Continued.)

CAMERA NEWS



IN IRELAND.

Immediately after the funeral of British officers who were slain by supposed Sinn Feiners, the troops held up every man found on the quayside in the search for the perpetrators of the murders of British officers in their beds. Above photo shows the troops at work.



CHAMPION SWIMMER.

Above is Miss Erna Murray, the champion woman swimmer of Germany. She holds hundreds of cups, medals, ribbons and prizes. She is shown here with just a few of her trophies.



ARMoured CAR ATTACKED.

This armoured car stationed outside a bank in the Philsborough District of Dublin was attacked by Sinn Feiners, who fired at the occupants through loopholes. The driver was injured and a civilian shot dead in the battle, the attackers being finally repulsed.



MRS. WOODROW WILSON.

Here is the latest snapshot of President Wilson's wife.



LATEST FOR MEN.

These are the latest type of men's hats now being worn in London—a cross between a silk hat and a Derby.



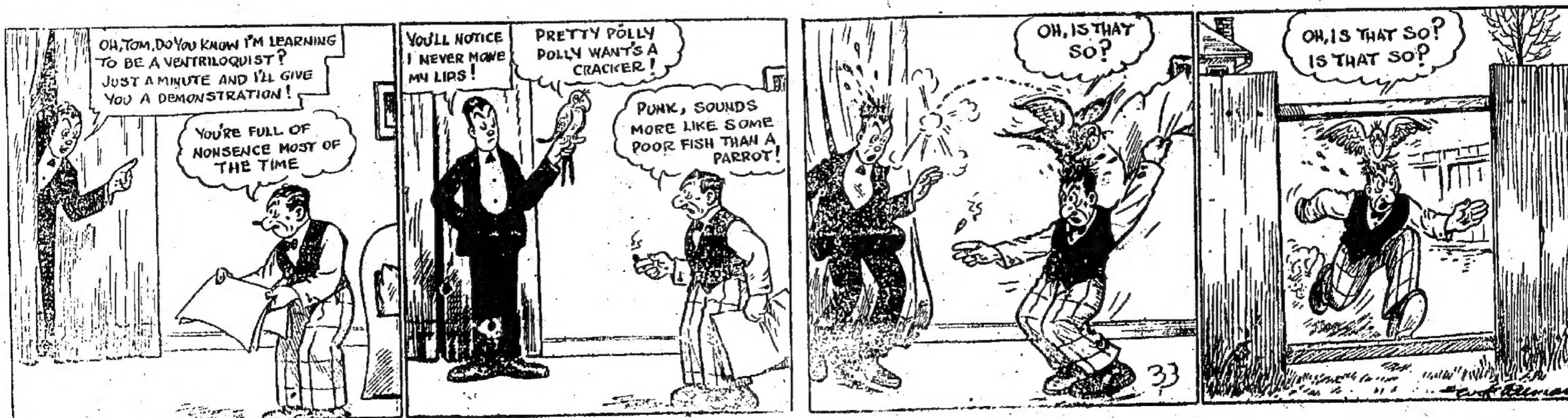
NEWEST TIME-SAVING INVENTION.

A machine has just been installed in the Southern Pacific Railroad offices in San Francisco, where the Chief Clerk signs 2,000 payroll checks an hour. Five fountain pens are worked at the same time, four being connected with the one in the worker's hands.

DOINGS OF THE DUFFS

Tom Might Have Known Wilbur Was An Impostor—

BY ALLMAN



NOTICE.

AMERICAN EXPRESS COMPANY.

America 1841 Established Europe 1861.

HEAD OFFICE:—NEW YORK CITY.

WORLD WIDE SERVICE.

Exclusive Offices maintained at all principal cities in America.

Foreign Offices.

ANTWERP	GOETTERBURG	OSTEND
BARCELONA	HAMBURG	PARIS
BERLIN	KOBE	PETROGRAD
BORDEAUX	LIVERPOOL	RIO DE JANEIRO
BREMEN	LONDON	ROTTERDAM
BRUSSELS	LUCERNE	ROME
BURNO AIRE	MANCHESTER	SOUTHAMPTON
CAIRO	MANILA	SHANGHAI
CHRISTIANIA	MARSEILLES	STOCKHOLM
COBLENZ	MONTVIDEO	TOKYO
COPENHAGEN	MONTREAL	VALPARAISO
EDINBURGH	NAPLES	WINNIPEG
GENOA	NICE	YOKOHAMA
GLASGOW		

In Process of Organization.

ALEXANDRIA	BOMBAY	SINGAPORE
ATHENS	CALCUTTA	WARSAW
	HAVANA	

SHIPPING AND BANKING CORRESPONDENTS AT ALL PRINCIPAL CITIES AND PORTS OF THE COMMERCIAL WORLD.

OUR FACILITIES INCLUDE:—

- Financial, Transportation and Travel Service.
- Advice on Packing, Shipping Routes, Foreign Custom Requirements.
- Credit Information, Market and Trade Reports.
- Financing of Imports and Exports.
- Issuance of Drafts, Money Orders, Travelers Cheques, and Letters of Credit.
- Bills of Exchange negotiated and collected.
- Mail and Cable Payments effected.
- Commercial, Time and Savings Deposits received in local currency, Pounds Sterling, United States Dollars, Francs, Pesos, Tael and Yen currencies.

YOUR ACCOUNT IS INVITED.

C. H. BENSON,
MANAGER,
Hongkong.

COMPANY MEETING.

Green Island Cement Co., Ltd.

The thirty-second ordinary annual meeting of the shareholders in the above Company was held at the Office of the Company, St. George's Building, Chater Road, at 11 o'clock to-day, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1920, and declaring a Dividend.

Mr. E. G. Shewan presided, and there were also present:—The Hon. Sir Paul Chater, C.M.G., Very Rev. Fr. Robert, Messrs. A. O. Lang and L. N. Loefer, (Directors); Mr. Allan Keith (Secretary); and the following shareholders:—W. A. Jamson, W. J. Hawker, M. S. Northcote, A. S. Ellis, H. A. Lamert, S. M. Churn, J. M. Gordon, F. Ellis, A. A. Condeira, V. A. Yvanovich, M. A. Figueiredo, W. E. Van Eps, Lee Tien Tai, Poon I Chi, and Tang Lai Chan.

The Secretary read the notice convening the meeting and the Chairman said:—Gentlemen:—Before proceeding with the business of the day, it is with deep regret that we have to record the death of our late Secretary, Mr. Robert Henderson. Mr. Henderson went home on sick leave last October, but reached Liverpool only to die there on the 10th December. Mr. Henderson at all times took a keen and abiding interest in his work and the business of the Company, which has lost in him a faithful and conscientious servant. The report and accounts in your hands show a record well for this Company and will be found, I feel sure, very satisfactory to shareholders. Although exchange was very much against us there developed a very good demand for our product from all our markets and prices rose all round. Our factories have, in consequence, been kept working at their full capacity enabling us to deal with a much larger output than usual. I trust the division of the profits that we propose will commend itself to you. I need not say much about the Bonus to Staff, they have all worked well and it gives us pleasure to be able to recognise their services on such an occasion as this. The Canton and Shanghai properties we propose to remove altogether from the

balance sheet. The former is a very old story and there seems no chance of our ever making good our title to it. The latter was taken as security for a bad debt and will be sold at once for what it will fetch. The Macao Works do not stand at a high figure but the kilns there are no longer new and the value is high in comparison with the figure at which our Hok On Factory stand in our books. We therefore propose to write it down by \$100,000. With regard to the Hok On Factory, I regret to say we are not regarded as public beneficiaries by our friends in Kowloon, in fact we are informed that we are a nuisance and that steps must be taken to reduce the volume of smoke and dust poured forth by the kilns etc. We quite recognize the reasonableness of this complaint which, of course, has been aggravated by the extra pressure of work we are experiencing just now and the matter having been taken up by the Authorities, something had to be done. We are reducing the smoke by the use of mechanical stokers and as for the dust, we have decided to install a system of dust collecting which we are confident, from the reports we have obtained, will do away with that trouble. The total cost will amount to over \$100,000, but this scheme should pay for itself in time by the saving of the cement which is at present lost to us. And to meet this expenditure we suggest putting aside \$150,000. We further recommend putting aside \$300,000 for additional plant at Hok On. Our reason for this is that our Aalborg brick kilns are now out of date and will sooner or later have to be replaced by a modern rotary steel kiln. We have also to consider that our whole plant is now working at full pressure without any spare to fall back on and we have nothing in reserve with which to cope with an increased demand for cement. It is therefore absolutely necessary for us to accumulate funds with which to provide additional plant for future requirements. We do not propose ordering immediately, but we must not delay doing so very long, as it will take probably two years before new machinery can be shipped out and erected here. By that time the plant for the Aalborgs will want a good deal

spent on it and the question will then have to be carefully considered whether it will be more advisable to scrap it altogether. Our investments stand as before at \$69,894.22 although at present rates of exchange they are worth a little more. Our cash in hand seems very large, but this, you will see, is partly owing to our stocks of raw material being unusually low, the natural consequence of an increased consumption. This will, however, automatically remedy itself as the larger supplies of stone for which we have contracted come forward. We think we can look forward with confidence as regards our prospect for the present year—the demand, though not quite so strong as before, is still very good and as long as exchange keeps at its present level we should have no difficulty in competing and retaining our share of the trade here. I now propose that the report and accounts as presented be adopted, and when this has been seconded I shall be pleased to answer, to the best of my ability, any questions that shareholders may wish to put.

The Hon. Sir Paul Chater, C.M.G., seconded the adoption of the report and accounts. There being no questions, the motion was put to the meeting and, together with the recommendations for the distribution of the profits, was carried unanimously.

It was proposed by Mr. M. S. Northcote that the appointment of Messrs. L. N. Loefer, A. O. Lang, and R. G. Shewan to the Board of Directors be confirmed, and that the Rev. Fr. Robert and Mr. A. O. Lang, who retired by rotation during the past year, be re-elected Directors for the ensuing year.

Mr. A. S. Ellis seconded this motion which was then adopted.

Messrs. F. Maitland and A. R. Lowe were re-appointed Auditors to the Company for the ensuing year at an increased remuneration of \$750 each, on the proposition of Mr. W. J. Hawker seconded by Mr. Tse Tien Tai.

The Chairman:—That is all the business before the meeting, gentlemen. I am much obliged to you for your attendance. Dividend warrants will be ready now.

EXCHANGE.

(Opening Rate: closing Rate on Page 11.)

SELLING	
T/T Demand	2/5 1/4
30 d/s Demand	2/5 3/8
60 d/s Demand	2/5 5/8
4 m/s Demand	2/5 3/4
T/T Shanghai	Nom.
T/T Singapore	105 1/2
T/T Japan	97 1/2
T/T India	184
Demand, India	184 1/4
T/T San Francisco	47 1/2
T/T New York	47 1/2
T/T Java	135
T/T Marks	Nom.
T/T France	6 50
Demand, Paris	—
BUYING	
4 m/s, L/C	2/7 1/2
4 m/s, D/P	2/7 1/2
6 m/s, L/C	2/7 3/4
30 d/s, Sydney and Melbourne	2 8/8
30 d/s, San Francisco and New York	49 3/4
4 m/s, Marks	Nom.
4 m/s, France	7 10
6 m/s, France	7 30
Demand, Germany	47 1/2
T/T Bombay	Nom.
Demand, Bombay	184 1/4
T/T Calcutta	Nom.
Demand, Calcutta	184 1/4
On Yokohama	105 1/2
Demand, Manila	110
Demand, Singapore	105 1/2
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	86 1/4
Sovereign	Nom. 7 30
Gold leaf per Tael	51 80
Bar Silver, ready	33
forward	32 1/2
Bank of England rates	7 1/2
New York/London	3 47 1/2

YOU CANNOT AFFORD TO BE WITHOUT THEM

JUST received a large Consignment of (1) LACTOGEN the most digestive food for Infants which keeps good in quality during Hot Weather; (2) LACTOSE (Milk Sugar) for sweetening the foods of Infants and Dyspeptics; (3) MILFORD-MCKRATH FLUID INSECTICIDE the Best Fluid for destroying Fleas, Mosquitoes, Bugs, Flies and all other Insect Pests in Summer days; and (4) JOHN CAHILL'S GOLDEN FLEECE, MAGIC and CINDERELLA SOAPS for keeping everything clean in House.

PRICES are Very Moderate. Inspection and Enquiries are cordially invited.

總代理 香港 太平洋行

SHU FUNG TAI & CO.

Sole Agents for Hongkong and South China.

and 42, Connaught Road Central, Hongkong.

Telephone No. 1266.

PEAK TRAMWAYS CO., LTD.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m.	Every 10 min.
8.00 a.m. to 9.00 a.m.	10 min.
9.00 a.m. to 10.00 a.m.	10 min.
10.00 a.m. to 11.00 a.m.	10 min.
11.00 a.m. to 12.00 p.m.	10 min.
12.00 p.m. to 1.00 p.m.	10 min.
1.00 p.m. to 2.00 p.m.	10 min.
2.00 p.m. to 3.00 p.m.	10 min.
3.00 p.m. to 4.00 p.m.	10 min.
4.00 p.m. to 5.00 p.m.	10 min.

NIGHT CARS.

8.00 p.m. to 9.00 p.m.	2.20 p.m.
9.00 p.m. to 10.00 p.m.	2.20 p.m.
10.00 p.m. to 11.00 p.m.	2.20 p.m.
11.00 p.m. to 12.00 a.m.	2.20 p.m.

SATURDAYS.

7.30 a.m. to 8.00 a.m.	Every 10 min.
8.00 a.m. to 9.00 a.m.	10 min.
9.00 a.m. to 10.00 a.m.	10 min.
10.00 a.m. to 11.00 a.m.	10 min.
11.00 a.m. to 12.00 noon	10 min.
12.00 noon to 1.00 p.m.	10 min.
1.00 p.m. to 2.00 p.m.	10 min.
2.00 p.m. to 3.00 p.m.	10 min.
3.00 p.m. to 4.00 p.m.	10 min.
4.00 p.m. to 5.00 p.m.	10 min.

SUNDAYS.

7.30 a.m. to 8.00 a.m.	Every 10 min.
8.00 a.m. to 9.00 a.m.	10 min.
9.00 a.m. to 10.00 a.m.	10 min.
10.00 a.m. to 11.00 a.m.	10 min.
11.00 a.m. to 12.00 noon	10 min.
12.00 noon to 1.00 p.m.	10 min.
1.00 p.m. to 2.00 p.m.	10 min.
2.00 p.m. to 3.00 p.m.	10 min.
3.00 p.m. to 4.00 p.m.	10 min.
4.00 p.m. to 5.00 p.m.	10 min.

NIGHT CARS.

8.00 p.m. to 9.00 p.m.	2.20 p.m.
9.00 p.m. to 10.00 p.m.	2.20 p.m.
10.00 p.m. to 11.00 p.m.	2.20 p.m.
11.00 p.m. to 12.00 a.m.	2.20 p.m.

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AT ARRIVAL AND DEPARTURE OF THE COMPANY'S OFFICE, ALEXANDRIA BUILDING, NEW YORK ROAD.

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(AN AMERICAN BANK)

CAPITAL ... U.S. \$4,000,000.

SURPLUS & UNDIVIDED PROFITS ... U.S. \$1,489,000.

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Paid up Capital, 12,279,800.00

Reserve Funds, 7,796,023.00.

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TSUYEE PRI

Manager.

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Established 1910.

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RESERVE FUND, 500,000.00

DIRECTORS:—

Mr. Fung Wei Ting, Chairman.

Mr. Chow Shun Son, Mr. Kan Yung Po.

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HONGKONG TO VANCOUVER

From Hongkong, Due Vancouver.

Steamers	Mar.	Apr.
Empress of Japan...	22	12
Empress of Asia...	31	18
Monteagle...	7	1
Empress of Russia...	28	16
Empress of Japan...	17	7
Empress of Asia...	26	13
Monteagle...	14	8
Empress of Russia...	23	11
Empress of Japan...	7	28
Empress of Asia...	21	8

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far as possible, their departure from the United States. Traffic conditions on the Atlantic are as congested as on the Pacific. Atlantic reservations can be arranged by letter or cable for all passengers to Europe. Frequent sailings from Montreal, to Liverpool, London and Glasgow. Passage orders covering all such reservations will be issued here.

For fares and other information please apply to
HONGKONG OFFICE.
Telephone 265. Cable address: CANPAC
CANADIAN PACIFIC OCEAN SERVICES.



TRANS-PACIFIC FREIGHT SERVICE.
Operating the following U. S. Shipping Board Steamers.

For SEATTLE, VICTORIA, VANCOUVER, TACOMA.
(Calling at Shanghai, Dairen and Japan ports.)

ELDRIDGE... About Feb. 25. CITY OF SPOKANE... About Mar. 21.
WHEATLAND-MONTANA... Mar. 12.
WHEATLAND-MONTANA... Sailed for Singapore about Feb. 26th.

For PORTLAND direct.
(Calling at Kobe and Yokohama.)

PAWLET... Mar. 7. COAST... About April 4.

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FOR FREIGHT AND PARTICULARS APPLY TO
THE ADMIRAL LINE
Telephones 2477 & 2478. 5th Floor, Hotel Mansions.

SERVICE TO UNITED STATES.

FOR NEW YORK and BOSTON.

S.S. "SCHODACK"

ABOUT 25TH FEBRUARY.

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AGENTS.

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THE PACIFIC STEAMSHIP CO.
REGULAR SERVICE
To & From
SAIGON-SINGAPORE-SUMATRA
JAVA PORTS.

OPERATING THE FOLLOWING U.S.S.B. STEAMERS

LAKE FARRAR	February 19.	LAKE ONAWA	March 20.
GLYMONT	March 10.	CADARETTA	March 25.

Through bills of lading issued to all United States, Pacific Coast and Overland Points.
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THE ADMIRAL LINE,
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FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.
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SPECIAL SAILING FOR SHANGHAI
S.S. "HWAH PING" Sailing on 18th March.

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Agents.
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TRANS PACIFIC SERVICE

Freight and Passengers.
For SAN FRANCISCO VIA SHANGHAI, JAPAN
PORTS AND HONOLULU.
AMERICAN STEAMERS.

"ECUADOR" ... Sailing February 23.
"COLOMBIA" ... Sailing March 23.
"VENEZUELA" ... Sailing April 20.

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Regular bi-monthly sailings from San Francisco for Mexico,
Central America, Panama and West Coast of South America.
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Freight Only
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For Singapore, Penang, Rangoon and Calcutta.
"JACOB" ... Sailing February 27.

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Monthly Sailings.

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TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
"THE PATHWAY OF THE SUN."

STEAMERS. TONS. LEAVE HONGKONG.

* PERSIA MARU	9,000	Feb. 26th.
KOREA MARU	30,000	Mar. 7th.
* SIBERIA MARU	20,000	Mar. 19th.
TENYO MARU	22,000	Apr. 3rd.
SHINYO MARU	22,000	Apr. 27th.

* Not calling at Shanghai. † Calling at Dairen.
SOUTH AMERICAN LINE.
HONGKONG TO VALPARAISO.
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO,
SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO,
MOLLEND, ARICA & IQUIQUE.
THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AYRES.
STEAMERS. TONS. LEAVE HONGKONG.

ANYO MARU	18,700	Mar. 15th.
* HAYO MARU	—	Apr. 9th.
SEIYO MARU	14,000	May 12th.

* This steamer will carry cargo only.
For full information regarding passage, freight, and sailings apply to—
Y. TSUTSUMI, Manager,
King's Building. Tel. Nos. 2374 & 2375.
Agents at Canton. Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & DIXON, INC.

GREEN STAR LINE

Operating Far Eastern services for account of the
UNITED STATES SHIPPING BOARD.
TO MANILA.

"APUS" ... 25th February.
TO NEW YORK & BALTIMORE.
"LANCASTER" ... 2nd March.
TO SEATTLE & VANCOUVER.
"APUS" ... 25th February.
TO SAN FRANCISCO.
"WEST HENSHAW" ... 12th March.

Also, cargo accepted for Transhipment at San Francisco
and or Seattle to weekly sailings for
NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE,
PHILADELPHIA, NEW YORK, BOSTON.

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LOS ANGELES PACIFIC NAVIGATION CO.

TRANS PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board steamers.

HONGKONG

TO

LOS ANGELES, CALIFORNIA, U. S. A.
Due Inwards About Sailing About
S.S. WEST HIKA ... April 1 | S.S. WEST HIKA ... April 3
Through Bills of Lading to all U.S. and CANADIAN OVER-
LAND POINTS. No transshipment en route.
Ships in connection with the Salt Lake, Santa Fe and Southern
Pacific Railroads.

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BRANCH OFFICE:

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HONGKONG OFFICE:

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Telephone No. 1082.

CHAS. B. RICHARDSON,
General Agent for South China.

PACIFIC SHIPPING.

DOLLAR
LINE

SAILINGS FROM HONGKONG FOR
NEW YORK VIA SUEZ.

STEAMERS. SAILING DATE.
"GRACE DOLLAR" ... FEB. 26TH.
FOR NEW YORK VIA PANAMA.

"BESSIE DOLLAR" ... MARCH 5TH.
FOR VANCOUVER.

Through Bills of Lading issued to all Over Land Common Points in
the United States and Canada.

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THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING TEL. 792.
THIRD FLOOR TEL. 795.

NEW YORK DIRECT.

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(Ocean S. S. Co., Ltd., & China Mutual S. N. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

"EURYPYLUS"	Sailing date	2nd March.	Call at Boston.
"KENTUCKY"	"	6th March.	"
"LAETES"	"	22nd March.	"
"SWAZI"	"	19th April.	"

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE OR THE BANK LINE, LD, HONGKONG.
HONGKONG & CANTON REISS & CO. CANTON.

CHINA MAIL S.S. CO., LTD.

Incorporated in U.S.A.

FREIGHT AND PASSENGERS

S.S. "NANKING"	S.S. "NILE"	S.S. "CHINA"
15,000 tons	11,000 Tons	10,200 Tons

SAILING FROM

HONGKONG for SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu.

S.S. "CHINA"	S.S. "NANKING"	S.S. "NILE"
Feb. 25th at 10 a.m.	March 30th.	April 21st.

SAILING FROM

HONGKONG for MANILA

S.S. "NANKING" ... March 19th

SAILING FROM

HONGKONG for SINGAPORE

S.S. "NILE"	S.S. "CHINA"
April 3rd.	April 30th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURRIDGE, FREIGHT & PASSENGER AGENT,
PRINCE'S BUILDING, ICE HOUSE STREET.
TEL. PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.
NO. 1934. NO. 2161.

SAILING DATES.

Europe, U.S.A., Etc.

Tjisodari	B. & S.	Feb. 22
Mentor	B. & S.	Feb. 22
Gaba	C. A. Co.	Feb. 23
Teucer	B. & S.	Feb. 23
Yokohama	M. N. Y. K.	Feb. 24
China	C. M. Co.	Feb. 25
West Ivan	F. W. Co.	Feb. 25
W. Ison	S. & D.	Feb. 25
Apus	S. & D.	Feb. 25
Persia	T. K. K.	Feb. 26
Grace	R. D. Co.	Feb. 26
Lahore	P. & O.	Feb. 27
Glentara	J. M. Co.	Feb. 27
Toyohashi	M. N. Y. K.	E. Feb.
Tarba	N. Y. K.	B. Mar.
Teiresias	B. & S.	Mar. 1
Eurypylos	B. & S.	Mar. 1
Van Cloon	J. C. J. L.	Mar. 1
Achilles	B. & S.	Mar. 2
Eurypylos	B. & S.	Mar. 2
Lancaster	S. & D.	Mar. 2
Egremont	D. & Co.	Mar. 3
Kashgar	P. & O.	Mar. 3
Stentor	B. & S.	Mar. 4
Kanagawa	M. N. Y. K.	Mar. 4
Bessie	R. D. Co.	Mar. 5
Titan	B. & S.	Mar. 5
W. Henshaw	S. & D.	Mar. 5
Kentucky	B. L.	Mar. 6
Kentucky	B. L.	Mar. 6
Pawlet	A. L.	Mar. 7
Kores	M. N. Y. K.	Mar. 7
Pawlet	A. L.	Mar. 7
Helenus	B. & S.	Mar. 8
Hungaria	D. & Co.	Mar. 8
Dilwara	P. & O.	Mar. 9
Fushimi	M. N. Y. K.	Mar. 9
St. Albans	P. & O.	Mar. 9
Glenariffe	J. M. Co.	Mar. 11
Kleist	N. Y. K.	Mar. 11
Toyama	M. N. Y. K.	Mar. 11
W. Montana	A. L.	Mar. 12
W. Henshaw	B. & S.	Mar. 12
Anjo	M. N. Y. K.	Mar. 15
Telamon	B. L.	Mar. 16
Taiyuan	B. & S.	Mar. 16
Karmala	P. & O.	Mar. 18

Japan, Coast Ports, Etc.

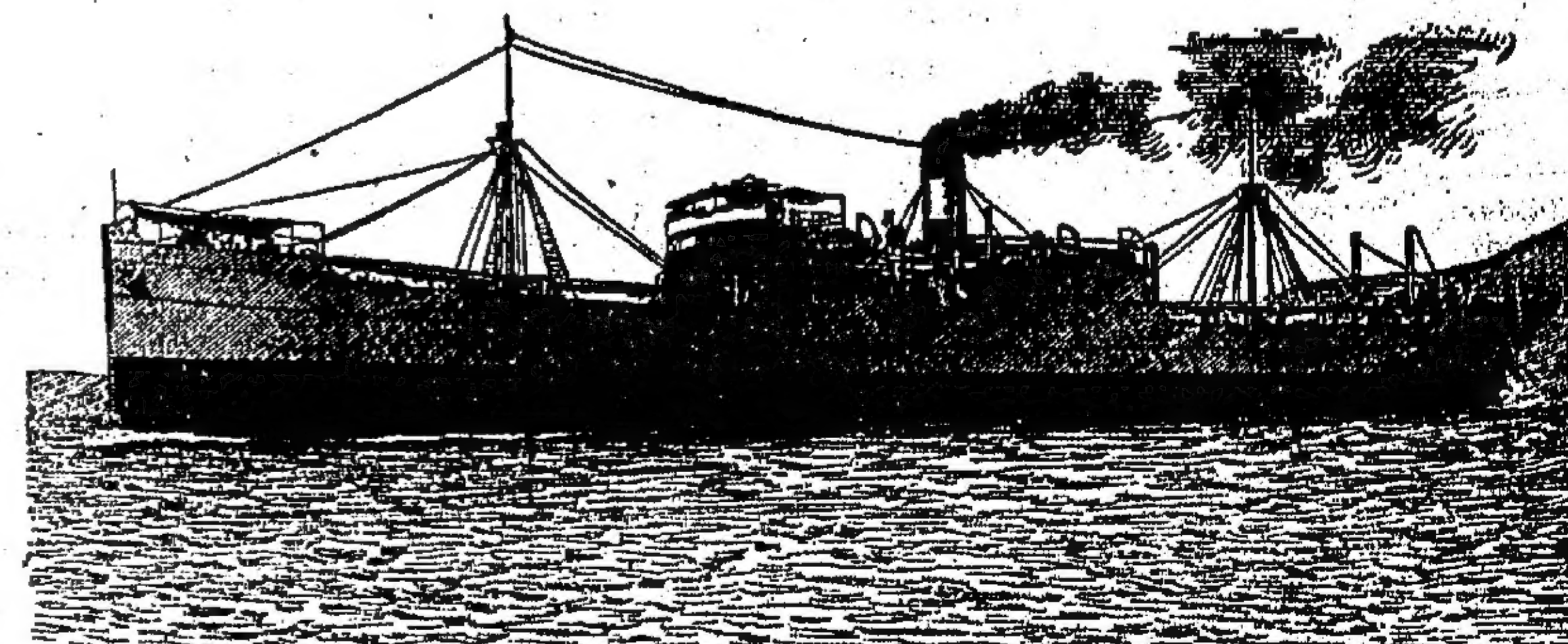
St. Albans	P. & O.	Feb. 22
Japan	P. & O.	Feb. 22
Childar	J. C. J. L.	Feb. 22
Haihong	D. L. Co.	Feb. 22
Esang	J. M. Co.	Feb. 22
Karmala	P. & O.	Feb. 23
Chekiang	B. & S.	Feb. 23
Cheongshing	J. M. Co.	Feb. 23
Tottori	M. N. Y. K.	Feb. 23
Hangsang	J. M. Co.	Feb. 24
Delagoa	M. N. Y. K.	Feb. 24
Sado	M. N. Y. K.	Feb. 24
Sunning	B. & S.	Feb. 24
Kwongeng	J. M. Co.	Feb. 24
Chusan	B. & S.	Feb. 24
Szechuen	B. & S.	Feb. 24
Teopao	J. M. Co.	Feb. 24
Hinsang	J. M. Co.	Feb. 24
Fooksang	J. M. Co.	Feb. 24
Tijikini	J. C. J. L.	Feb. 24
Tjileboet	J. C. J. L.	Feb. 25
Hailong	D. L. Co.	Feb. 25
Tanda	P. & O.	Feb. 25
Yuenang	J. M. Co.	Feb. 25
Apus	S. & D.	Feb. 25
Muroran	M. N. Y. K.	Feb. 26
Kwongeng	J. M. Co.	Feb. 26
L. Faulr	P. M. Co.	Feb. 26
Chenai	N. Y. K.	Feb. 26
Yeboshi	M. N. Y. K.	Feb. 26
Jacox	P. M. Co.	Feb. 27
Haiching	D. L. Co.	Mar. 1
Tjisalak	J. C. J.	Mar. 4
Toyooka	M. N. Y. K.	Mar. 5
Riojun	D. & Co.	Mar. 6
Samarang	M. D. & Co.	Mar. 12
Trieste	D. & Co.	Mar. 15
Bombay	M. N. Y. K.	Mar. 17
Nikto	M. N. Y. K.	Mar. 18
Borneo	M. D. & Co.	Mar. 24

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Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.
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S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
to the order of the British Government.

For Address Enquiries to the Chief Manager

R. W. DYER, B.Sc., M.I.N.A., KOWLOON DOCK HONGKONG.

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
KASHGAR	9,000	3rd Mar.	M'les, London & Antwerp.
DILWARA	5,400	9th Mar.	S'pore, Colombo & S'bay.
ALIPORE	5,300	18th Mar.	M'les, London & Antwerp.
KARMALA	9,000	18th Mar.	M'les, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

JAPAN	6,000	22 Feb. 1 p.m.	Calcutta via Singapore, Penang and Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANE	4,500	9th Mar.	Melbourne via Sandakan, Thursday Island, Townsville, Brisbane and Sydney.
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SAILINGS TO SHANGHAI & JAPAN.

ST. ALBANE	4,500	22nd Feb.	Japan direct.
KARMALA	9,000	23 Feb. 10 a.m.	Shanghai, Moji & Kobe.
TANDA	7,000	25th Feb.	Shanghai & Kobe.

WIRELESS ON ALL STEAMERS.

Passengers not more than 24 ft. X 2 ft. X 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & CO.
22, Des Voeux Road Central. Agents.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMA MARU (Omitting Manila) Wed., 9th Mar. at 11 a.m.

TOYAMA MARU Friday, 11th Mar., at 11 a.m.

KASHIMA MARU (Omitting Manila) Wednes., 20th Apr., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

YOKOHAMA MARU Thursday, 24th Feb., at 11 a.m.

KLEIST Friday, 11th Mar., at 11 a.m.

HAMBURG, AMSTERDAM, LONDON & ROTTERDAM.

MITO MARU Thursday, 24th March.

LIVERPOOL & MARSEILLES via Suez.

TAMBA MARU Beginning of March

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU Tuesday, 22nd Mar., at 11 a.m.

NIKKO MARU Tuesday, 19th Apr., at 11 a.m.

NEW YORK via Suez.

AKITA MARU Tuesday, 22nd March.

SOUTH AMERICAN PORTS via Cape.

KANAGAWA M. (Sailing from Singapore) Friday, 4th March.

BOMBAY & COLOMBO via Singapore.

DELAGO MARU Thursday, 24th February.

BOMBAY MARU Thursday, 17th March.

CALCUTTA & RANGOON via Singapore & Penang.

TOYOOKA MARU Saturday, 5th March.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU Friday, 18th Mar., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TOTORI MARU Wednesday, 23rd February.

SADO MARU Thursday, 24th February, at 11 a.m.

YEBOSHI MARU Saturday, 26th February.

MURORAN MARU Saturday, 26th February.

For further information apply to—**NIPPON YUSEN KAISHA.**

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Childar	Java	in port	22nd Feb.	Java.
Tjikini	Java	in port	24th Feb.	Amoy, S'hai.
Tjiliboet	Java	in port	25th Feb.	Japan
Tjilalak	Java	in port	4th Mar.	Java

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherland-India and Australia."

ALSO OPERATING
JAVA PACIFIC LIJN.
NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tjilondart	Java	in port	23rd Feb. (Sun F'isco).	

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.
York Buildings
Telephone No. 1274.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.**STEAMSHIP SERVICES.**Regular Sailings to
FOR NEW YORK and or BOSTON.**S.S. "ECREMONT CASTLE"**

Sailing about end of March.

LYOYD TRIESTINO.

BRINDISI, VENICE & TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through B/Lading.

S.S. "HUNGARIA" Sailing on or about 8th March.

FOR SHANGHAI.

S.S. "TRIESTE" Sailing on or about 15th March.

Passengers Luggage can be insured at the office of the Agents

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. Co.)

Regular services between
JAPAN, HONGKONG & JAVA.

FOR JAVA.

S.S. "SAMARANG MARU" Sailing on or about 12th Mar.

S.S. "BORNEO MARU" Sailing on or about 24th Mar.

FOR JAPAN.

S.S. "RIOJUN MARU" Sailing on or about 6th Mar.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIYU KAISHA)

Steamship services Trans-Pacific.
also to Australia, Europe, etc.**NATAL LINE OF STEAMERS.**

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LTD., Agents.**AUSTRALIAN ORIENTAL LINE.**HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
TATUAN	13th March.	16th March.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM & CONTINENT.

For LONDON, ANTWERP & HAMBURG "FOYLE" 28th Feb.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton

General Agents.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel.	Due Hongkong.
S.S. "GLENAPP"	25th February.
"CARNARVONSHIRE"	10th March.
"PEMBROKESHIRE"	25th March.

HOMEWARDS.

Vessel.	Leave Hongkong.	Discharge.
"GLENARA"	27th Feb.	GENOA, LONDON & ROTTERDAM.
"GLENARIPPE"	11th Mar.	GENOA, LONDON & ROTTERDAM.

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.**THE GLEN LINE, LTD.**

Telephone No. 215, sub-no. 23 and 3000.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
TIENTSIN	Cheongshing	Wed., 23rd Feb. at d'light.
BANGKOK via Swatow	Wongong	Thur., 24th Feb. at d'light.
SHAI & T'au via S'ow	Hongsang	Thur., 24th Feb. at d'light.
HAIPHONG via Hoihow	Teopoo	Thur., 24th Feb. at 9 a.m.
SANDAKAN	Hinsang	Thur., 24th Feb. at noon.
SINGAPORE, Port Swatow, P'ang & C'ita	Fooksang	Thur., 24th Feb. at 5 p.m.
SHANGHAI & Tsingtau	Kwongsang	Sat., 26th Feb. at d'light.
MANILA	Yuenhsang	Fri., 25th Feb. at 3 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "FOOKSANG" will be despatched on or about Thursday 24th Feb., at 2 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SWATOW, SHAI & T'AO	Chek'ang	23rd Feb. at noon.
SHANGHAI & PUKOW	Szechuen	24th Feb. at noon.
SHANGHAI	Sunning	24th Feb. at noon.
SHANGHAI & TSINGTAO	Chenan	26th Feb. at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidst Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tsingtau weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'ow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Agents.

Telephone No. 36.

Hongkong Feb., 22, 1921.

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,
(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haihong	W. C. Passmore	TUES., 22nd Feb. at noon.
Hailoong	W. Couper	FRI 25th Feb. at noon.
Hailching	A. H. Stewart	TUES., 1st Mar. at noon.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAM BOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

Sailings:—To Canton daily at 8 a.m. (Sundays excepted) & 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) & 5 p.m.

SERVICE OF THE HONGKONG-CANTON & MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

To Macao: Daily at 8 a.m. and 2 p.m. (Sundays at 9 a.m.)
From Macao: Daily at 8:00 a.m. and 3 p.m. (Sundays at 10 p.m. only).

Arrival and departure times are subject to change at the port of call. Hong Kong, Canton, Macao, Amoy, Swatow, and other ports.

MOVEMENTS OF STEAMERS.

The A. L. s.s. **ELDRIDGE**, is due to arrive here from Seattle, Wash. via ports on or about February 26th.

The N. Y. K. s.s. **KITANO M.** (European Line) left London for this port via Suez on the 22nd January and is expected here on the 2nd March.

s.s. **TELAMON** (Blue Funnel Line) left Suez on 4th inst. for Hongkong and is due here on 28th inst.

The Admiral Line s.s. **PAW-LET**, is due to arrive here from Portland, Ore. via ports on or about March 7th.

The T. K. K. s.s. **KOREA MARU** arrived at Yokohama on the 11th instant and sails 14th instant, being due at this port 27th instant.

The T. K. K. s.s. **ANYO M.**, arrived at Yokohama on the 13th instant, and sails on the 17th instant, being due at this port March 5th.

The Blue Funnel Line, s.s. **ACHILLES**, will leave Liverpool on the 27th inst. and s.s. **TITAN**, on the 5th March for this Port.

The R. M. S. **EMPRESS OF ASIA**, left Vancouver for Hongkong, via Japan ports, Shanghai and Manila, on the 10th Feb. and is due at Yokohama on or about the 22nd Feb.

The R. M. S. **MONTAGLE**, left Vancouver for Hongkong, via Japan ports, Shanghai on the 10th Feb. and is due at Yokohama on or about the 28th Feb.

The N. Y. K. s.s. **YEBOSHI M.** (Calcutta Line) left Singapore for this port on the 16th Feb. and is expected here on the 25th Feb.

The B. I. s.s. **TANDA**, left Singapore for this Port on the 17th instant at afternoon, and is due here on the 23rd instant.

The N. Y. K. s.s. **SADO MARU** (European Line) left Singapore for this port on the 17th Feb. and is expected here on the 23rd February.

The s.s. **DILWARA** left Singapore for this Port on the 18th instant at 5 p.m. and is due here on the 24th inst. at about 7 a.m.

The s.s. **KEEMUN** (Blue Funnel Line) left Singapore on 17th inst. for Hongkong and is due here on 23rd inst. 4 p.m.

The N. Y. K. s.s. **WAKASA M.** (Liverpool Line) left Liverpool for this port via Suez on the 22nd January and is expected here on the 3rd March.

The s.s. **IDOMENEUS**, (Blue Funnel Line) left Suez, on 11th inst. for Hongkong and is due here on 11th March.

The N. Y. K. s.s. **INABA MARU** (European Line) left London for this port via Suez on the 5th February and is expected here on the 17th March.

The N. Y. K. s.s. **FUSHIMI M.** (American Line) left Kobe for this port via Nagasaki, Shanghai and Manila on the 19th Feb. and is expected here on the 4th March.

The N. Y. K. s.s. **YOKOHAMA M.** (European Line) left Shanghai for this port on the 20th February and is expected here on the 23rd February.

The N. Y. K. s.s. **DELAGO M.** (Bombay Line) left Moji for this port on the 19th February and is expected here on the 24th Feb.

The N. Y. K. s.s. **MURORAN MARU** (Calcutta Line) left Singapore for this port on the 18th February and is expected here on the 26th February.

The R. M. S. **EMPRESS OF JAPAN** from Hongkong on the 26th January, arrived at Vancouver on the 16th February.

The R. M. S. **EMPRESS OF RUSSIA** arrived at Yokohama, on 18th February left there 19th Feb. and is due at Vancouver on 28th Feb.

The Dodwell Line s.s. **MUN-CASIE** CASTLE arrived at New York from Hongkong on the 18th Feb. and is expected here on the 26th Feb.

The Dodwell Line s.s. **ECREMONT CASTLE** arrived at Yokohama from New York on 14th Feb. and sails from there on the 15th inst. for Hongkong, Shanghai and other ports.

NOTICES.


SMOKED EVERYWHERE BY
(NEARLY) EVERYBODY.

No. 2, Driving.

"THE MIXTURE OF
MATCHLESS MERIT."

**"GARRICK"
MIXTURE**

Lambert & Butler, England.



THE TOBACCO FOR THE RACES.



This advertisement is issued by British-American Tobacco Co. (China) Ltd.

POST OFFICE.

The prices of Postal Stationery have been revised as follows:—
Post Cards 1c. & 1½c. — 2c. each
4c. — 5c. "
Postage Envelopes 4c. — 5c. "
Registered Letter Envelopes 10c.
SIZES F. G. H. & 1½ — 15c. "
Size K. — 20c. "

Telegraphic communication with Gap Rock Lighthouse is interrupted.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 5 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Shanghai—Per YOKOHAMA M., 23rd Feb.
Straits—Per TANDA, 23rd Feb.
Straits—Per SADO M., 23rd Feb.
Saigon—Per CORDILLERE, 23rd Feb.
Straits—Per DILWARA, 24th Feb.
Japan—Per DELAGOA M., 24th Feb.
Straits—Per YEBOSHI M., 25th Feb.
Straits—Per MURORAN M., 26th Feb.

OUTWARD MAILS.

To-morrow.

Keelung and Dairen—Per FUKURA M., 2 p.m.
Saigon—Per TELEMACHUS, 9 a.m.
Shanghai and N. China—Per TITAN, 10 a.m.
Swatow—Per PROPER, 11 p.m.
Swatow, Shanghai & N. China—Per HANG SANG, 5 p.m.
Shanghai, N. China & Japan—Per CORCILLERE, 1.30 p.m.
Shanghai, North China & Japan via Moji—Per KARMA, 9 a.m.

SHIPPING.

VESSELS ARRIVED.

The P. and O. vessel ALIPORE arrived yesterday from London with 340 tons of general cargo for Hongkong and 4,000 tons for the North—Mooring Kowloon wharf. Coal was consigned here by the TAIKOO WAN YI (4,600 tons) from Hongay, the s.s. TAKOOSAN M. (2,348 tons) from Miki, and the s.s. INABASAN M. (1,236 tons) from Keelung.

The s.s. GLENSANDA came in yesterday from London with 600 tons of direct and 1,500 tons of through cargo—Mooring Kowloon wharf.

The YUEN SANG consigned here yesterday from Manila 1,115 tons of general cargo—Mooring C 37.

The ST. ALBANS came in this morning with 2,000 tons of coal from Melbourne for the Colony. She had on board 36 saloon passengers and 58 deck passengers.

The s.s. NINGCHOW arrived this morning from New York with 285 tons of general cargo—Mooring Holt's wharf.

The ANNAN M. from Calcutta consigned here from Calcutta and Rangoon yesterday 1,265 tons of rice, ground nut and bran for the Colony and 2,851 tons of rice, raw cotton, etc. for Japan and Shanghai—Mooring B 26.

From Bangkok the PAN SAMUD consigned here yesterday 1,559 tons of rice.

Swatow—Shanghai & N. China—Per CHERIANG, 9 a.m.
Shanghai, North China, Japan via Honolulu, Canada, United States, C. & S. America & Europe via San Francisco—Per ECUADOR, Reg. 9.45 a.m. Letters 10.30 a.m.

Japan, Canada, United States, Central & South America, & Europe via Victoria B.O.—Per TEUCER, Reg. 1.45 p.m. Letters 2.30 p.m.

*Correspondence bearing vessel's names only.

PASSENGERS DEPARTED.

Per s.s. MENTOR—Mr. & Mrs. F. B. Anderson, Mrs. Baylis, Mr. Bowen, Mr. Bromfield, Mrs. Bryson, Master Bryson, Captain & Mrs. Carnaghan, Mrs. H. Clarkson, Mrs. Cormack, Mr. Dewar, Mr. & Mrs. S. Green, Mrs. Goulden, Mr. Lambert, Mr. Haslam, Mr. Kwok Chee Sau, Mr. J. L. Lewis, Mr. & Mrs. Libeaud, Mr. & Mrs. Meyer, Mrs. Miller, Mr. & Mrs. Neave, Captain & Mrs. Newcomb, Misses E. & H. Newcomb, Miss Pirie, Mrs. C. R. Ringer, Mrs. F. Tuebben, Mr. & Mrs. G. H. Wilson, Mr. & Mrs. W. Wright.

WEATHER REPORT.

Feb. 22d. 11h. 39m.—Pressure has decreased slightly in all districts, except from Formosa to the Visayas where it has increased slightly.

The anticyclone has weakened. The monsoon will be interrupted to the north of Foochow, and will moderate over the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 1.23 inches, against an average of 2.71 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.
1 Hongkong to Gap Rock N.E. to E. winds, moderating; fine to cloudy.

2 Formosa Channel The same as No. 1.

3 South coast of China between H.K. & Lamcocks. The same as No. 1.

4 South coast of China between H.K. & Halan. The same as No. 1.

T. F. CLAXTON, Director, H.K. Observatory, Feb. 22, 1921.

HOTELS.

THE HONGKONG HOTEL CO., LTD.

OPERATING—

THE HONGKONG HOTEL,
HOTEL MANSIONS,
THE REPULSE BAY HOTEL,
AND THE
HONGKONG HOTEL GARAGE

J. H. TAG ART,
Manager.

KING EDWARD HOTEL.

CENTRAL LOCATION,
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR,
HOTEL LAUNCH MEETS ALL STEAMERS.

Tel. 373. Telegraphic Address: "VICTORIA"
J. WITCHELL,
Manager.

THE PEAK HOTEL.

4,000 FEET ABOVE SEA LEVEL.
15 MINUTES FROM LANDING STAGE.

UNDER THE MANAGEMENT OF
MRS. BLAIR.

EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT,

THE PREMIER HOTEL. FINEST SITUATION.
EXCELLENT CUISINE.

ARTHUR E. ODELL,

(Late Grand Hotel, Southcliffe, England and
Royal Palace Hotel, London, W.)

KINGSCLERE HOTEL MID-LEVEL
CRAIGIEBURN HOTEL THE PEAK
KNUTSFORD HOTEL KOWLOON

SACHSE, LENNOX & Co., General Agents
Are resident Managers.

GRAND HOTEL DE PEKIN

PEKING, CHINA.

Tel. Address: "GRAND HOTEL"
Peking. CODES: A.B.C. 5th Edition; Bentley's & Liebers.

THE ONLY HOTEL DE LUXE IN THE FAR EAST.

Afternoon dansant, daily.

Beautiful new steel and concrete fire proof building with six floors, 3 lifts; 200 rooms, each with private bath and city telephone; and a spacious roof garden overlooking the romantic Imperial Palace, the Legation Quarter, the Rockefeller Institute, and the entire city.

Unexcelled cuisine, with French chef. Banquets a specialty. Wines of the best districts of France.

Large playground for children in the park of the hotel, which is the healthiest location in the city.

THOS. COOK & SON, Headquarters, in the building.
Motor bus meets all trains.

L. M. MAILLE,
Manager.



SOLE AGENT.

MITSUBISHI KAISHA, LTD.,
HONGKONG

ENTERTAINMENTS.

THE CORONET

TO-DAY at 2.30, 5.15, 7.15 & 9.15

Telephone 1743.

Telephone 1743

HAROLD LLOYD

IN

"HIGH & DIZZY"

"THE BELOVED TRAITOR"

FEATURING

MAE MARSH.

BRITISH GAZETTE

HONGKONG THEATRE

TO-NIGHT at 5.15 and 9.15 p.m.

J. STUART BLACKTON

presents

SYLVIA BREMER

in

"THE BLOOD BARRIER"

A thrilling drama in which Love of Woman and love of Country Figure in a Swift Actioned Play that Strikes the Deep Feelings. In 6 parts.

NOTICE.



MITSUBISHI SHOJI
KAISHA, LTD.

(MITSUBISHI TRADING CO. LTD.)
COAL, GENERAL IMPORTS AND
EXPORTS.

SOLE PROPRIETORS OF COAL MINES OF
YAMAGUCHI, OCHI, MURAKI, KISHIMOTO,
YOSHIMOTO, NAGO, NAGASAKI, SAITO,
SHINKEI, KANADA, KAMITAMADA, BIRAI
and OYUBARI.

Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.

BRANCHES AND REPRESENTATIVES:—NAGASAKI, KANAGAWA, YAMAGUCHI, MOJI, KURE, KOBE, OSAKA, TSURUGA, NAGOYA, YOKOHAMA, TOKYO, HAKODATE, MURORAN, OTARU, VLADIVOSTOK, PEKING, TIENTSIN, DAIKOW, TSINGTAO, TSIENANFU, HANKOW, SHANGHAI, HONGKONG, CANTON, MANILA, SINGAPORE, SOERABAYA, LONDON, PARIS, NEW YORK & SEATTLE.

Cable Address:—"IWASAKISAL."
Codes:—A, A.B.C. 5TH ED.,
Western Union and Bentley.

AGENCY FOR:—THE MITSUBISHI MARINE AND FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.

For Particulars Apply to:—
S. KOMURA, Manager.
No. 14, Pedder Street Hongkong.

METEOROLOGICAL.

Previous Day	on date	on date
at 3 p.m.	at 6 a.m.	at 3 p.m.
Barometer 30.13	30.14	30.12
Temperature 65	58	60
Humidity 35	70	50
Wind Direction E.S.E.	E.	E.
Wind Force 2	3	4
Weather b	b	c
Rain 0.00	0.00	0.00
Highest open air temperature on the 21th	65	
Lowest open air temperature on the 22th	55	
Wm. Powell's		
T. F. CLAXTON, Director.		
H.K. Observatory, Feb. 22.		

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TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES.

Banks.

H.K. & S. Bank b. 788 ss. 790
East Asia b. 110½

Marine Insurances.

Canton b. 425
North China n. t. 133
Unions b. 248 ss. 250
Yangtze b. 24
Far Eastern b. t. 20

Fire Insurances.

China Fire b. 125
H. K. Fire b. 320

Shipping.

Dongkows b. 67
H.K. Steamboats b. 24½ ss. 25
Indos (Pres.) b. 25
Indo Def. Lon/Reg. b. 290
Indo Def. H.K. Reg. n. 265
Shells b. 190/-
Perries b. 28½

Refineries.

Sugars b. 263
Malabons b. 60

Mining.

Kailans n. 95
Lampkats n. t. 14½
Shanghai Loans n. t. 14½
Shai Explorations b. 60 bts.
Senda b. 23/-
Tosho b. 18/-
Ural Caspian n. 18/-
Docks, Wharves, Godowns, etc. b. 30
H.K. Wharves b. 177
K. Docks n. 177
Shai Docks b. 177½
N. Wharves b. 30

Lands, Hotels & Buildings.

Centrals b. 113
H.K. Hotels ss. 180
H.K. Lands ss. 128
H'phrys Est. b. 7.80
K'loon Lands n. 38½
L. Reclamations n. 133
West Point b. 50

Cotton Mills.

Kwo b. t. 397½ ss. 400
Kung Yik b. t. 38
Lau Kung Mow b. b. t. 18
Orientals b. t. 120
Shai Cottons b. t. 120
Yangtsepoos b. t. 24½

Miscellaneous.

Cements ss. 11.90
Do. Light old b. 8½
China Light new b. 6½
China Providents b. 11½
Dairy Farms n. 26
Electricity H.K. b. 19½
Electrics Macao b. 30
Hongkong Rope b. 22½
Hk. Tramways b. 10.10/10¼/10.01
Peak Trams old b. 8
Do. new b. 85 cts.
Steel Foundries n. 10
Water-bows b. 15½
Watsons b. 8.80
Wm. Powell's b. 12½
Wissens b. 12½
T. F. CLAXTON, Director.
H.K. Observatory, Feb. 22.